

March 25, 1915

10¢

Leslie's

Illustrated Weekly Newspaper
Established in 1855



Drawn by E. Flohri
from a Photograph



"Hoch!"

The Schweitzer Press



Maxwell

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The Maxwell is the car in which "Wild Bill" Turner made the World-record climb up Mt. Hamilton to the famous Lick Observatory.

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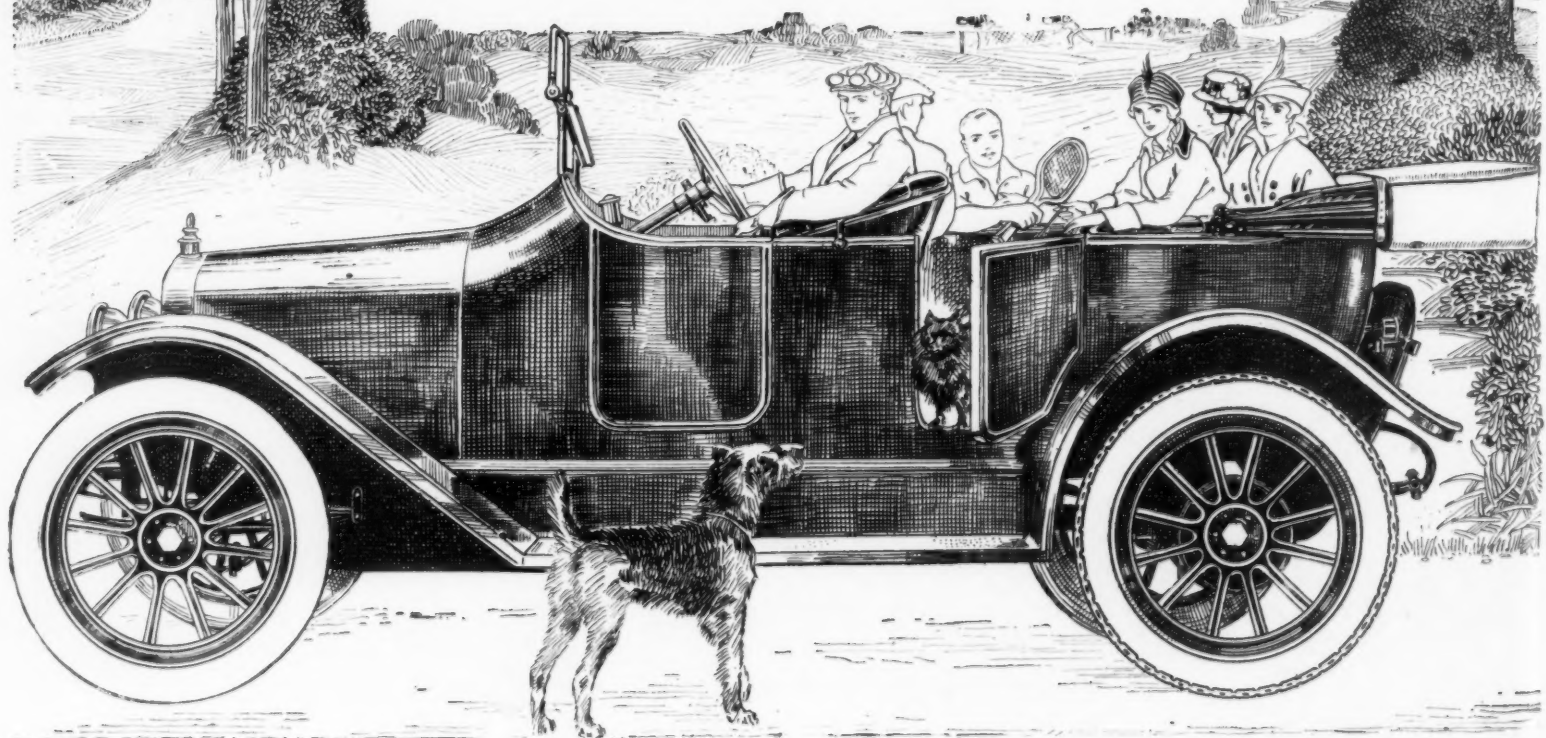
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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1835

Edited by JOHN A. SLEICHER

"In God We Trust"

CXX

Thursday, March 25, 1915

No. 3107

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FRENCH RED CROSS DOGS LEAVING FOR THE FRONT

Dogs of many breeds have been utilized in the Red Cross service of the European armies. They are trained to locate the wounded who have fallen in out-of-the-way places, and frequently find men who would otherwise be missed, especially when they lie in underbrush or deep grass. Dogs are also utilized as pickets, being especially valuable in guarding against night attacks. The Belgian and Dutch armies have dogs that haul machine guns and ammunition carts. The British army prefers Airedales, while the German service specializes in sheep dogs.



RUSSIANS FEEDING PRISONERS

A scene at Lemberg, where captured Austrian soldiers are receiving rations before being sent to detention camps in Russia. As a refutation of German charges that prisoners of war in Russia are not properly cared for the Russian government has authorized the American Ambassador at Petrograd to send one of his staff on a tour of inspection of the detention camps. British and German prison camps have been similarly inspected by American officials.



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RECRUITS FOR KING ALBERT'S RECONSTRUCTED ARMY

The British censor suppressed the name of the town near which this photograph was made, but allows the information that in the camp there are 7,000 Belgian recruits, all young men, who are being trained for active service this spring. It is officially announced that King Albert's army has been increased in size to 140,000

men. After the fall of Antwerp it numbered less than 80,000. It has been completely re-equipped. Recently four members of the Brussels government were arrested on a charge of having assisted Belgians to escape from the country to join the army which still holds a corner of Flanders.

Four Warring Armies



MAKING TRENCHES UNDER THE ENEMY'S FIRE

This picture shows an advance line of German soldiers, some of whom are "digging themselves in" while others are holding back the enemy with rifle fire. It is in this way that advance positions are frequently taken and held. It takes experienced soldiers only a few minutes to construct a shelter from rifle fire. If the position is to be held permanently the rifle pits, so hastily dug, are deepened and connected, so that they form a trench that is a protection against artillery. The next step is the construction of underground quarters—small rooms dug into the side of the trench facing the enemy. Here the men make themselves as comfortable as possible during their tour of duty on the firing line.



A WAYSIDE DELICATESSEN

Belgian women who can secure food-stuffs do a thriving business in selling cooked provisions to German soldiers. Not all districts in Belgium are destitute of food, though it is estimated that more than 1,500,000 Belgians are absolutely penniless and must be fed by charity or die. In many towns the supply of food is so small that even those with money cannot get anything to eat except through the Committee for Relief in Belgium.



GERMAN RECRUITS ENJOY COMFORTABLE BARRACKS

This is the way soldiers live under the most favorable conditions. The elegancies of life are missing, but they have comfortable beds and plenty to eat. A vastly different life from that of the trenches, and one that makes its own appeal to men, especially if they are still youthful. It is estimated that about 20,000,000 men in

Europe are leading this sort of a life, all their productive energies being suspended while they devote their lives to killing and being killed. Millions more may be drawn into the mad maelstrom before the end is reached. Italy, Greece and Rumania are on the verge of war.

Leslie's Illustrated Weekly Newspaper

New York, March 25, 1915

EDITORIAL

Let the Thinking People Rule!

A World of Imperfection

NOTHING is perfect in this world. The perfect man or woman is still to be born. Even the angels have their imperfections.

Since the world was created, the imperfections of man have baffled science. Wars have played their brutal havoc from the time when Cain slew his brother.

Humanity has been scourged from time immemorial by dreadful diseases, but the same diseases exist to-day. Countless cures have been proclaimed for cancer, consumption and other scourges of humanity and all have failed.

Scientific medical discoveries, like vaccination for smallpox, have put an end to the frightful epidemics of the earlier ages, but medical skill is still baffled and the mystery of the origin of cancer is matched by the mystery of the origin of the common wart or the prevailing baldness among men and women.

Astronomers measuring the height of the mountains of the moon and the orbits of the planets are still unable to solve the riddles of the universe. It is only a conjecture that Mars is inhabited. How little we know of the spots on the sun and the possibilities of their influence on our climate. Astrology still has its believers and the psychic forces are recognized but still defy the investigator.

In the physical world how many theories we have had regarding the origin, purpose and effect of the Guli Stream. Who has been able to solve the riddle of the germinating seed or the problem of life in the animal or vegetable kingdom?

Astronomers tell us that constellations spring out of the universe over night, as the new-born child appears in a household. The whole world, animate and inanimate, is so mysterious that our boasted scientists, discoverers and searchers for the light concede their inability to do more than speculate on the possibilities and probabilities of modern research in lifting the veil.

The mystery of man, his creation, his future, the whole realm of psychical investigation, of mesmeric influence, and of telepathic power remain in the unsearchable depths.

Why are some hallucinations so strong with men and women that the asylums for the insane are crowded? Why does credulity number its countless victims day after day and year after year—filling poorhouses, jails and the Potter's Field?

Is it remarkable that even in this enlightened century of progress, some things go wrong and that all sorts of quack remedies to correct evils that have always existed in imperfect man are urged by law-makers, themselves full of imperfection?

It is only the dreamer who dreams that legislation can make a perfect world. It is only the theorist who talks of a perfect man. Man is made in the image of his Maker, but the Maker alone is perfect.

The War on Little Business

THE reason why so many men are out of work is because so many little business shops and factories are closed. Who closed them? Let us see!

During the first six months of the current year fifty little woolen mills in New England towns went to the wall. Tariff reduction, oppressive local and state laws did their destructive work. Yet we are reminded by the *Wall Street Journal* that a little New England woolen mill in North Vassalboro, Maine, in 1851, to the amazement of all the world's weavers, took the gold prize for the finest broadcloth at the great world's fair in London.

Duplication of building inspection by inspectors of the State Department of Labor of New York and agents of the New York City Department caused an expense of \$15,000 to a manufacturer of fancy metal goods in Brooklyn, according to his testimony publicly given. He added that he had to submit to so much inspection and had such difficulty in complying with one order after another, that he wanted to quit and give up his business, so he quit and 300 employees were left without work.

Recently the President of the oldest wall paper concern in the United States, at New Brunswick, N. J., announced that his concern would retire from the business it had founded in 1844 "because of the expenses and hazards created largely by foolish legislation."

Are we making it harder for the little man to go into business? A good many thoughtful people believe we are. Why? Because in other days, no matter how little

Heart Against Head in Business

By HUGH CHALMERS of Detroit

BUSINESS, after all, has some sordid aspects, and all of us at times find it in line with our duty to make decisions which for personal reasons we would rather not make. Everywhere there is stiff competition, a sort of warfare which has its temptations for the exercise of our most selfish and least admirable traits. Sometimes I think of business as a constant battle between heart influence and head influence. If the heart influence is too much, we may do an injustice to our business and to our stockholders. If the head influence is too much, we may do an injustice to the individual employee, or to our honorable competitors, or to the public. What we must have at all times is a fine mixture of both heart and head influence to the end that we will serve best those whom we work for as well as those who work for us, and those whom we serve, and by whose patronage we exist—the public.

capital a man might have, he could start a shop or factory in his line of work if he did most of the work himself.

Many a large department store in a great city began with a peddler's pack. Many a great industry began with the work of one man and perhaps two or three assistants, all that he was able to employ with his limited resources. Are these opportunities open as freely now? Look around in your own community and see! Note the number of small establishments, not that are opening but that have been closed or are closing.

What is the reason for the changed conditions? Thoughtful observers find it in the increased responsibility now placed upon the employer by so-called "factory reform legislation" and the increased cost which this legislation involves. Added to this is the uncertainty as to what this cost is or may be and the constantly increasing demands for additional and more drastic legislation.

The passage of the compensation laws places upon the employer a liability he never had before except when he went into court and adjudicated the matter. Now a Commission or statute determines the loss. In other days the employer and his employee, without going into court, excepting in rare cases, could easily come to a satisfactory understanding, but the new statutes are driving the employer and employee farther apart and tending to sever the close and friendly relation they have had.

The present tendency is to make it harder for the little man to go into business. It compels him, if he would survive in business, to combine with others into an organization large enough to meet these additional requirements. Perhaps this fact is responsible in large part for the increased cost of living. This cost would be much larger but for the efficiency and economy which the large combination naturally produces and which tend to lower the cost of production.

Those who clamor for the wider distribution of wealth should bear in mind that the wider distribution of our industries has also an important bearing on the people's welfare. The tendency, under present legislation, is to destroy the small industry and create the large one. The day of the small factory has gone by. Whether it will ever return depends upon the people themselves. If they persist in the present policy of placing all the burden upon the employer and relieving the employee from all responsibility, whether he be negligent, or not, what will the end be? What would happen in any family of growing children if parental influence were removed and the children left free to their own devices? The nation is only an aggregation of families.

The State, through its force of inspectors, steps into the factory and commands its owner to install certain safety devices for the security and protection of the employees. These are installed, oftentimes at great expense, and it is assumed that they have secured the necessary protection. If an accident occurs, in spite of all these devices that the State has imposed, the employer must bear the burden of loss. The State contributes nothing, even though the employer has met every obligation the State placed upon him.

Is it a wonder that the little man keeps out of business and that capital hesitates to make new investments? Is it remarkable that bankers are refusing to loan on the securities of industrial enterprises and thus making it harder to go into business and still harder to stay in it?

Fighting the Quacks

THE majority of patent medicines not only rob deluded people of thousands of dollars, but, what is even worse, lead to vicious drug habits. The ethics of newspaper advertising have advanced to such an extent that most reputable newspapers have closed their

columns to patent medicines, exceedingly profitable as such advertising is. The New York *Tribune* is to be commended for going a step further and inaugurating a campaign against all fake nostrums. Science knows of no medicinal cure for consumption, yet it has been estimated that makers of quack consumption cures swindle the poor sufferers from this disease out of \$15,000,000 annually. One remedy, selling at \$2 for a nine-ounce bottle, is gotten up by a Philadelphia veterinary and was used originally upon horses. Analysis by the Chemical Laboratory of the American Medical Association showed it to be a mixture of alcohol, calcium, chloride and cloves. Numerous other preparations equally fraudulent are sold as medicines.

Many of the popular headache powders have been proven to be dangerous because of their heart-depressing characteristic, and to contain drugs which make drug fiends out of habitual users. The Food and Drugs Act compels the publication on the label of the percentage of alcohol in proprietary preparations. This has revealed the presence of alcohol in large proportions in many patent medicines and affords convincing evidence of the ground of their popularity in the so-called "dry" sections of the country. Many people believe that the use of such preparations does even more harm than the legalized liquor traffic. If the Government has no way to stop the use of dangerous and habit-forming patent medicines, the people should be told of their menace by the sort of fearless publicity the *Tribune* has lately been carrying on.

The Plain Truth

ECONOMICAL! A New York lunchroom man knows how to advertise without spending money. He puts up the double pages of superb war pictures in *Leslie's* in his windows alongside of a copy of the day's menu. It costs him just ten cents a week to do this. Judging by the crowds outside and inside it pays better than any other kind of publicity.

YES! The worm will turn. The people of this country including the working masses, have arrived at the point where they propose to give the demagogues, disturbers, trust-busters and railroad-smashers a leave of absence. It is true, as Judge Elbert H. Gary, of the United States Steel Corporation, recently said: "In the last decade there has been more abuse, more slander, more personal attack and more demagoguery, and, as a consequence, more injury to the general public than ever before." But, as Judge Gary adds: "Circumstances seem to show that we are approaching the time when the investigator will be investigated, the criticizer criticized, and committees and commissions be brought before other similar bodies for judgment." It will be decidedly interesting to the public, as Judge Gary says, if it should be informed "of the real motives which have prompted some of the official inquiries, and learn of the unfair methods which are being pursued and the large amount of governmental funds which have been appropriated for these investigations," useless, unnecessary and harmful as they have been. The period of gloom for business men and the working masses has been a period of prosperity for the self-seeking demagogues, who live on the disturbances that they are able to create and who, while posing as "the dear friends" of the people are picking the deluded people's pockets.

CABARET! We are not surprised that President Thomas D. Green, of the Hotel Association of New York City, remarked at that organization's annual banquet that he looked forward to the time when hotel-keeping would once again be legitimate and dignified and when the proprietor could serve foodstuffs "free from the dust of the dancing floor and when the excellence of the service would be the magnet to attract, and not the size of the ragtime orchestra." A visitor to a great city is attracted usually by the new lure of the sensational cabaret. He discovers that some prominent eating places serve a variety show with their dinners. This show is supposed to be free, but the diners pay for it all the same and three times what it would cost for the price of admission to the best vaudeville in town. The prices at the cabaret restaurants stagger the diner when he comes to foot the bill and as the art of legible handwriting has never yet been cultivated at the cashier's desk, the diner cannot audit the items on his check even if he has the nerve to do so while sitting with his guests at a table under the scrutiny of a lynx-eyed waiter. Let the lover of the variety show seek his entertainment in the music halls. He will find it profitable to pay for his dinner at the highest priced restaurant and for his admission ticket for the best seats at the vaudeville. There will be a balance with which he can regale himself with an after-theater supper, if the spirit moves him. Beware of the lure of the cabaret in the great city! Neither the quality of the food nor of the "free" show will give one his money's worth.

The Trend of Public Opinion

By CHARLTON BATES STRAYER

Our Neutral Rights Violated

THE sinking at sea of the American bark, *William P. Frye*, by the German auxiliary cruiser *Prinz Eitel Friedrich*, is the most serious violation of this country's rights as a neutral that the war has produced. The fact became known when the *Prinz Eitel Friedrich* steamed into the harbor at Newport News, Va., bringing 350 prisoners and survivors from eight ships sent by her to the bottom of the sea during seven months' cruising in the Pacific and Atlantic. The *William P. Frye*, bound from Seattle to Liverpool with a cargo of wheat, was overhauled by the German commerce raider on January 27th. The German captain declared that wheat was contraband, and against the protest of Capt. Keihne of the *William P. Frye*, ordered the grain thrown overboard. Capt. Keihne states that the intention of the German captain was to leave enough grain in the hold of the ship for ballast, and to render it useless by salt water. The work progressed too slowly, however, and the German cruiser, fearing the approach of a hostile vessel, ordered the American bark dynamited. For this there is no excuse in international custom or law. The vessels of a belligerent have no right to sink a neutral ship unless it be established that she is carrying actual contraband of war in greater quantity than one-half of her cargo. The *William P. Frye* should have been allowed to proceed to Liverpool with her entire cargo. In his note to Germany on February 10th, replying to Germany's war zone declaration, President Wilson stated that the sinking of an American ship on the high seas would be considered by this country "an indefensible violation of neutral rights." Germany's submarine warfare instituted February 18th carried with it the possibility of such destruction of American vessels. No such act has taken place in the war zone, however, but the destruction of the *William P. Frye* in the South Atlantic, 22 days before the German war zone declaration went into effect, is a flagrant violation of our rights as a neutral for which we should demand prompt reparation.

Entitled to a Fair Profit

IN two far-reaching decisions the United States Supreme Court holds that no State can compel a railroad to carry passengers or freight of a certain class at a rate that is not compensatory, even though the earnings from all classes of business show a profit. One of these cases involved the West Virginia two-cent passenger rate law. Attacked by the Norfolk & Western Railroad, the Supreme Court holds the law to be invalid because it imposes a rate which, in the language of Justice Hughes, "affords a very narrow margin over the cost of traffic." The second case involved the Great Northern and the Soo Line and the North Dakota statute prescribing a low rate for transporting coal in carload lots wholly within the state. Although this rate was so low that it yielded the roads no profit, the Supreme Court of North Dakota declared the rate to be legal on the ground that upon their entire intrastate business the carriers were able to earn a fair profit. The Supreme Court of the United States reversed this decision, holding that in segregating any single commodity or class of traffic, and excluding it from a fair profit, the State had exceeded its authority. These two decisions, and the previous decision in the Shreveport case, in which the Interstate Commerce Commission was upheld in overriding a State rate which conflicted with a reasonable interstate rate, constitute three distinct warnings to State Legislatures and Commissions that the railroads must be allowed fair returns on their traffic.

To Unionize the Seven Seas

THE La Follette Seaman's Bill, just passed, is characterized by the *New York Evening Sun* as an effort to "unionize the seven seas from Washington." The law proposes not only to regulate the employment of seamen on American vessels, but

goes to the extreme length of seeking to impose new standards on all foreign vessels trading in our ports. For American vessels it is to become effective next November, and as regards foreign ships in 1916. The new measure is of great significance in its bearing upon the efforts to build up a merchant marine of our own. Because of the disruption of shipping produced by the war, and in order to increase the number of vessels flying the American flag, Congress last fall authorized the President to suspend certain harsh provisions of our navigation laws. As the

Foreigners Advised to Leave Mexico

DESPERATE conditions in Mexico City, reported to the State Department at Washington by diplomatic representatives of several powers, caused Secretary Bryan to address to First Chief Carranza a note demanding protection for foreign residents. Of these there are said to be 25,000 in Mexico City, of whom 2,500 are American citizens. Carranza established his capital at Vera Cruz and Mexico City was held in his name by General Obregon, who, it was alleged, had interfered with food shipments to the famine-stricken city and had threatened to evacuate and leave it to be plundered by starving mobs. In his reply, which he addressed to President Wilson, ignoring the Secretary of State, Carranza denied the charges against General Obregon, and promised to protect foreign residents to the measure of his ability. He suggested that the reports of bad conditions in Mexico were prompted by enemies of the revolution, seeking to bring about intervention. He alluded to the advice of Secretary Bryan to Americans in Mexico that they leave the country until conditions are settled, and added: "It is my most earnest wish that the other foreign residents follow a line of conduct similar to the one suggested by you to the American residents, for the adoption of such a course would be the wisest measure to avoid the consequences so much feared." Since then Obregon has evacuated the capital and Zapata is in charge again with Villa's Northern army approaching. John B. McManus, an American, was murdered by Zapatista soldiers, and four Spaniards and one Swede were also killed when the city changed hands. Secretary Bryan admits that conditions in Mexico are bad. Representations on behalf of the unfortunate foreign residents may now be addressed to Villa and Zapata, as Carranza has no authority over the capital now.

France Seizes American Ship

THE advantage of having a "wicked partner," to whom may be turned over the more disagreeable features of the business, has been illustrated in the seizure by a French warship of the steamer *Dacia*. In this transaction France relieved her ally, Great Britain, of an unpleasant responsibility. The vessel, which was formerly a German ship, was sold to an American obtained an American register, and, flying the American flag, sailed from Galveston for Rotterdam with cotton for Germany. It was announced that Great Britain would not recognize the validity of the transfer from German to American hands, regarding it as a scheme to evade the consequences of the war. It was expected that a British warship would capture the *Dacia*, but when the latter reached the English Channel, a French man-of-war seized her and took her to Brest. The case will now be tried in the French prize court.

Apparently it was pre-arranged that action should be taken by France and not by Great Britain.

The British government's position in such cases has not been so stringent as the French government's. Great Britain holds that transfer of an enemy vessel to a neutral proprietor, if bona fide, is valid. But the fact as to this must be determined in each instance by the prize court. The cargo of such a craft, under British regulations, is not regarded as subject to confiscation, even though the ship may be. France, on the other hand, has maintained that in no circumstances can a belligerent's vessel be legitimately transferred to a neutral in time of war. Under this view the condemnation of the *Dacia* in the French prize court is deemed inevitable, though the fate of the cargo is doubtful. The German law relative to transfer of registry during the progress of hostilities is much like the French law. The American government is expected to insist that the only issue to be decided by the prize court is the good faith of the transfer of the *Dacia*. The owner has engaged lawyers to defend the *Dacia* in court. He adds to the interest of the case by stating that the vessel was insured against capture in a British company.

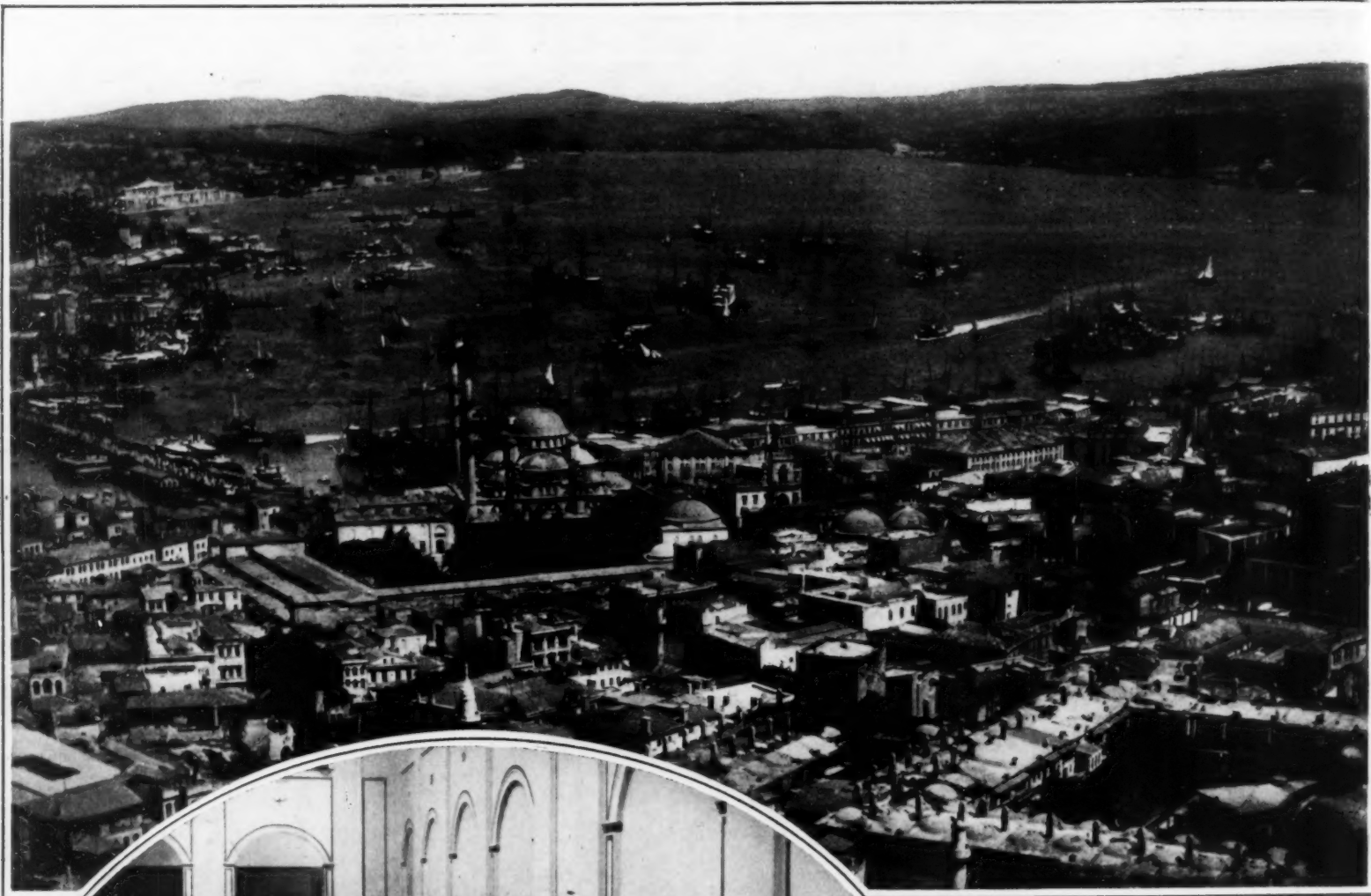


DRAWN BY JOSEPH KEPPLER

UNCLE SAM:—I HOPE IT ISN'T GOING TO RAIN.

result transfers were made to our flag aggregating about a half million in tonnage. Not only will the Seaman's Act cancel all the benefits secured by the suspension last fall of certain features of the navigation laws, but it will place new and prohibitive restrictions upon American ship owners. We give an example of the way it will affect our ships on the Pacific. The President of the Robert Dollar Line announces that the line will be compelled to change to the Chinese flag as it will no longer be able to compete with Japanese steamships, subsidized by their Government, and employing Oriental labor. The La Follette measure will increase the company's expenses 20 per cent. or \$800,000, and as the company has never earned more than \$200,000 a year it will have to change to another flag or go out of business. That feature of the law which flies in the face of our commercial treaties with other maritime powers and which seeks to make them adjust their navigation laws to the standards laid down in the La Follette bill, bids fair to produce diplomatic friction with these countries and possible trade reprisals.

Glimpses of the Great War


COURTESY CHURCHMAN & CHURCHMAN

CONSTANTINOPLE, THE RICHEST PRIZE OF THE WAR

This wonderful old city, the capital of the Byzantine Empire, and for centuries the stronghold of Mohammedanism in Europe, has been coveted by Russia for two centuries, and if the Allies' attack on its defenses is successful the cross will supplant the crescent, which has reigned in the city since 1453. Constantinople is situated on the straits of the Bosphorus and the Sea of Marmora. The straits connect the Black Sea with Marmora, and are heavily fortified. The Sea of Marmora is in turn connected with the Aegean Sea by the Dardanelles, a long, narrow body of water, also heavily fortified. Late in February the Allies began a carefully prepared attempt to force the fortifications of the Dardanelles, in which they have made steady progress, battering down one fort after another. The Turkish army, largely officered by Germans, was hastily concentrated in the vicinity of the capital. The fall of Constantinople will mean the final expulsion of the Turk from Europe. The city has about 1,100,000 inhabitants and occupies one of the most beautiful sites in Europe. It is rich in historic associations.


EDWIN BECK

SEWING FOR THE SOLDIERS

Throughout Germany useful articles are collected by committees, who put them in good order and send them to the soldiers at the front. Blankets, comforters, warm garments and things to eat and smoke have been the most desired. As the cold season is drawing to a close the demand for blankets and woollen undergarments will slacken. These volunteer organizations of women have done much to make the soldiers in the field more comfortable.

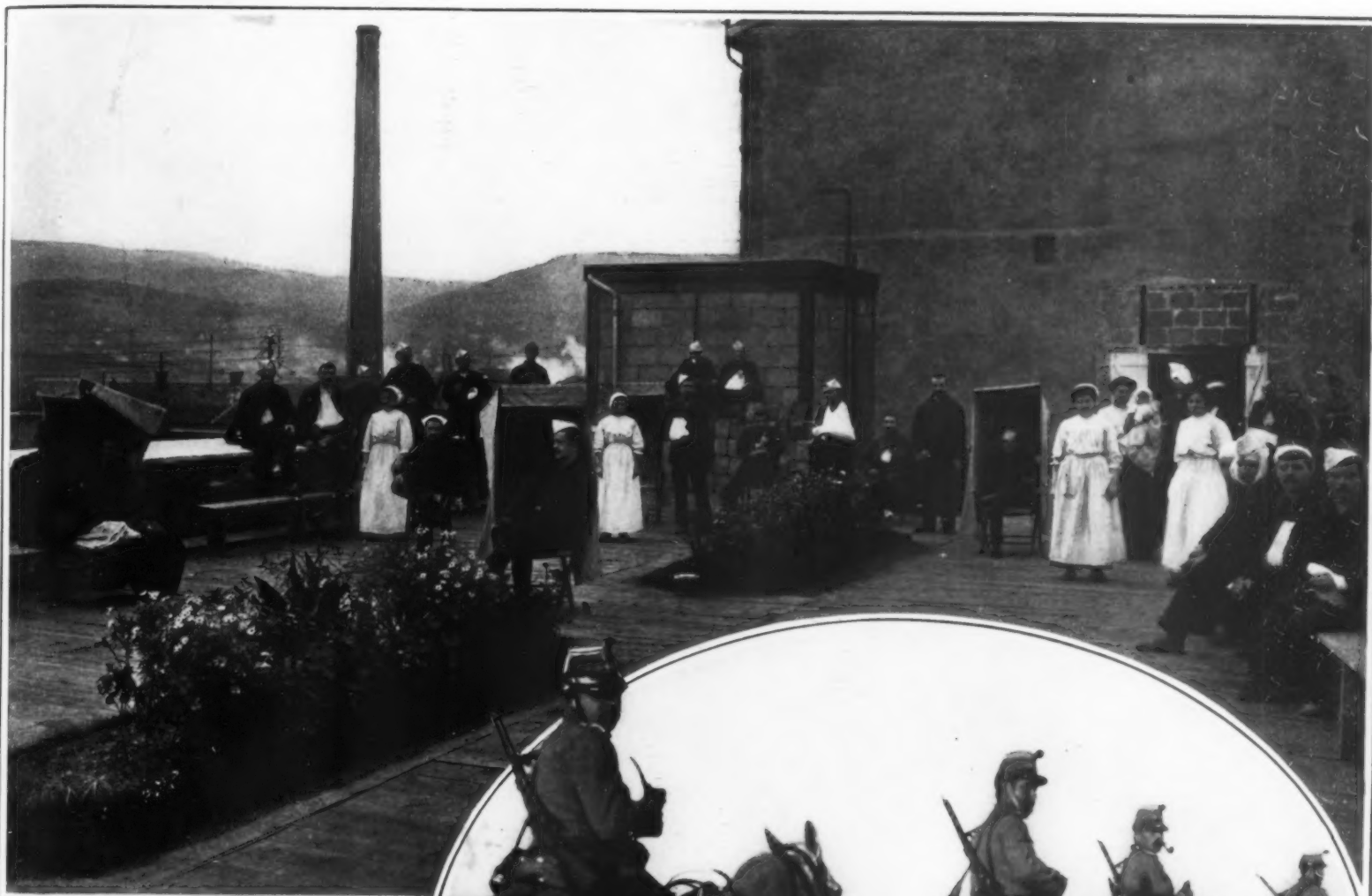

COURTESY BROWN & BROWN

TEACHING THE GERMAN RECRUIT HOW TO SHOOT

While Germany had compulsory military service, it was not universal, many men eligible for duty in the army being excused from service in times of peace. So it happens that there are now hundreds of thousands of recruits who must be trained

in the arts of war. Among other things, they are taught to shoot under conditions as nearly like those of the trenches as possible. Those in the picture are beginners, as is shown by the fact that they are merely balancing rifles across piles of earth.

Caught by the Camera



HOSPITAL MAINTAINED BY GENEROUS FRENCHMEN

Edward and Andre Michelin, who have given over \$250,000 in prizes to promote aviation, have equipped and maintain a hospital at Clermont-Ferrand, France, for the care of wounded soldiers. The building is of the latest cement construction and has an operating room, x-ray laboratory and all other appurtenances of a first-class hospital. The beds number 255 and are always filled, yet the institution is maintained at a cost of only \$510 a day. In the photograph convalescent soldiers are shown on the roof, where flowers are planted and the surroundings made as pleasant as possible.



CHASSEURS ON PATROL IN NORTHERN FRANCE

These cavalymen, in their light blue coats and brilliant red trousers, are picturesque and redolent of historical associations, but General Joffre, who is modern, practical and unsentimental, is abolishing the old uniforms and substituting clothing of a less conspicuous color. Officers as well as men have been shorn of the gay plumage of war.



THE COMMANDEERED WAGON FOR TIRED SOLDIERS

A foraging party of French soldiers, who have by good luck fallen in with a peasant and his capacious wagon. By its help they are returning to camp in comfort. In northern France the country people are going about their work right behind the battle lines, and are preparing to put in crops, though they do not know who may reap them. In that part of the country held by the Germans the peasants are compelled to work the fields.



TRUE COMRADES

Two French soldiers making a meal on bread. One with a little coffee left in his canteen is sharing with the other. As a rule the French soldier is well fed. It is said that General Joffre has organized the best system of handling supplies ever known.

Ten Weeks in the German Cavalry

By FRITZ ARNO WAGNER, Special Correspondent for LESLIE'S

EDITOR'S NOTE.—This article is of particular interest because it recites the personal experiences of Mr. Wagner as a recruit in the German army. When he reached Germany he was caught

in the maelstrom of military fervor and volunteered in the cavalry, but after ten weeks' training met with an accident in which his arm was so severely injured that he was discharged.

"THINK forward, look forward and ride forward," were the first words of our captain when he inspected the new volunteers of the Mounted Rifle and Lancer Regiment. These words constitute the motto of the German cavalry. After explaining to us that our duties were to begin the next morning at 4:45 he left us in the hands of a severe old corporal with great mustaches and hard-looking eyes. After studying him I thought, "With this guy there is no joking."

"All upstairs, second floor—march!" came the command and in a long line we disappeared up the stairs, our corporal following behind. "Get out of your civilian clothes," he shouted. "I will get you some which will make you like look men." We did not dare reply and all started to take off our stylish winter coats. Neither did we dare to laugh, although his manner of giving orders amused us very much. As we soon learned, he was simply using the so-called "military tone." A veteran of many years came along the corridor, smilingly distributing a lot of uniforms. I was the first to get one and it was very old. When I remarked to the corporal that there were holes in it, he replied, "Well, you will have plenty of time after supper to clean and sew it."

That evening we were assigned to our beds, which we had to arrange for ourselves. In each room were ten men, and a veteran of the Landsturm slept with us and was the "old man" whom we had to obey as long as we were in the room. At 9 o'clock we had to be in bed, except for one man who waited up until the patrolling officer called, to whom he reported the number of men assigned to the room and whether or not all were present.

At 4:45 a. m. a bugle call awoke us and in a moment we were out of bed and dressing with the greatest celerity. We had not yet put our beds in order when the second call summoned us to the stables. We ran out of the room, hungry and unwashed, into the cool darkness of the morning. The stable doors were thrown open and a rush of warm air and the smell of horses greeted us. The corporal, his mustaches not yet dressed, assigned the volunteers to their several duties. Another and a younger corporal I discovered was to be my immediate superior. He assigned my horse to me and instructed me to take care of the animal. As I started with brush and currycomb, he cried, "Clean the stable first." I had always seen this duty performed with the aid of a fork and started to look for one, but the corporal shouted angrily, "What have you hands for? Stir up and go ahead." Little by little I removed the litter from the horse's stall, but, oh, my poor hands! When the task was completed to the satisfaction of the corporal, who stood smilingly by, I had to put dry straw in the stall and thoroughly groom the horse. I then provided the animal with water and hay.

During the rest of the hour I got better acquainted with my new corporal, who recommended me to take special care of my horse. The rider, he instructed me, must do everything to become good friends with his horse. A true cavalryman without love for his mount is unthinkable. Roughness with a horse is very severely punished in the army.

At 6 o'clock we were allowed to go to our rooms where we had 45 minutes in which to wash and take our breakfast, consisting of coffee and bread. At 6:45 theoretical instructions began, conducted by our lieutenant, who had been on duty in south East Africa and who was very mild in comparison with many others of our superiors. He first explained to us how we were to conduct ourselves as soldiers of the Kaiser, and then took up the subjects of fighting, shooting, etc. The time that we spent under his instruction was always full of interest. At 8 o'clock we were again at the stables where we saddled our horses and went to the riding arena, which was about 100 metres wide and 300 metres long. Many of us had never before been on the back of a horse and when the command "get up" sounded, some found it very difficult to obey. At last we were up and the details of correct sitting and holding the reins were carefully explained. Then one after another, with six feet between us, we started to ride in circles. I was placed at the head, having had some experience in riding, particularly when accompanying Huerta's army in Mexico, but I still had much to learn before becoming a classical German cavalryman. After 90 minutes we were released. That is we were allowed to go to the stables and clean the horses, saddlery, etc., for an hour and a half.

At noon we dined. The menu was not very elaborate, and it is needless to say there was no French maitre d'hotel to prepare it, but each with spoon, fork, knife and a metal pan, we were ordered in two great lines, each squadron by itself, and thus marched to the kitchen where beans and beef were issued. In 30 minutes the whole regiment was provided with dinner, for the eating of which 45 minutes were allowed. We never ate with a better appetite

than on this day and we got more food than we wanted. After dinner we marched to the stables to provide our horses with water and hay. Oats, which were given to our animals twice a day, were issued by a special detail. Two to 3 p. m. was allotted for recreation, most of the time being devoted to a thorough wash and cleaning up and to the taking of a cup of coffee.

At 3 o'clock we were started on exercises with the lance, which has been called the "queen of weapons." Ours were 3.2 metres in length. Gymnastic exercises and marching kept us busy until 5 o'clock, when we again had 30

felt like men who had been reborn.

In general, the treatment we received was very satisfactory and none of us had any reason to complain about the severity of the non-commissioned officers or about our older comrades who were distributed among us to instruct us as much as possible.

Saturday in the barracks is the great day for a thorough clean up of casernes and stables and the polishing of every bit of metal equipment. Sundays we were free for the day except that a section of every company was sent to church under the command of a corporal. During the first period of training, recruits are allowed to go to town only when accompanied by a corporal.

When we had learned to conduct ourselves as true soldiers of the German army, we were fitted out with new uniforms and permitted to go into town, but not until the sergeant had instructed us as to the minutest details of correct conduct and had inspected our uniforms to see that they fitted perfectly and were in absolute condition.

At the end of a month we felt that we were cavalrymen indeed, as we were dressed in our new uniforms and took the oath of fidelity to the Kaiser and the Fatherland. On this momentous

day we went first to church and on our return participated in a most impressive ceremony conducted by our captain. The oath was read by our lieutenant and we repeated it with our right hands resting on our sabers. That afternoon we were free from further duty and were allowed to go where we pleased. Our training continued with increased severity and in ten weeks we felt that we were fit to go to the front, but only a few of the best were drafted for this service. The training of a cavalryman is much more difficult than that of an infantryman, and it takes three months to fit the latter for duty in the fields. The most rigid exercises are in riding and shooting, although the fighting with the sabre and lance is almost equally important. In each company every class of society was represented and no distinctions were made between peasant and baron. Many volunteers are still asking to be enlisted in the cavalry, but at the present time only a few are accepted and they must be men of perfect physique. In

the German army are 110 cavalry regiments composed of 550 squadrons. The picturesque uniforms used in time of peace have all been replaced with the blue-gray service color, which is also worn by both the infantry and the artillery.

One duty of the cavalry is to reconnoiter, its ability to move rapidly ahead of the infantry and artillery enabling it to locate the enemy, ascertain his positions and strength and to report this information to the commanding general, who is thereby enabled to arrange his forces intelligently. The cavalry, therefore, has been called "the eyes of the army," a distinction that it now shares with the aviation corps. Mounted troops frequently act as a screen for the army, concealing the dispositions of its decisive arms and making difficult reconnoitering on the part of the enemy. In case of a retreat the cavalry is useful in rear-guard actions, and in the destruction of roads, bridges, telegraph lines and everything that might be of use to the pursuing enemy. In a victorious advance the cavalry leads the pursuit, harassing the enemy, cutting his rear guard to pieces.

The heaviest fighting that the cavalry is likely to experience comes in the direct attack, which, in this war, has not been much followed. The campaign in France has allowed the cavalry little opportunity for this kind of fighting, but it has had more activity in Russia, where it has been opposed by the Cossacks. It is said in the German army that while the Cossacks are expert horsemen they shun, as much as possible, contact in force with the German and Austrian cavalry.

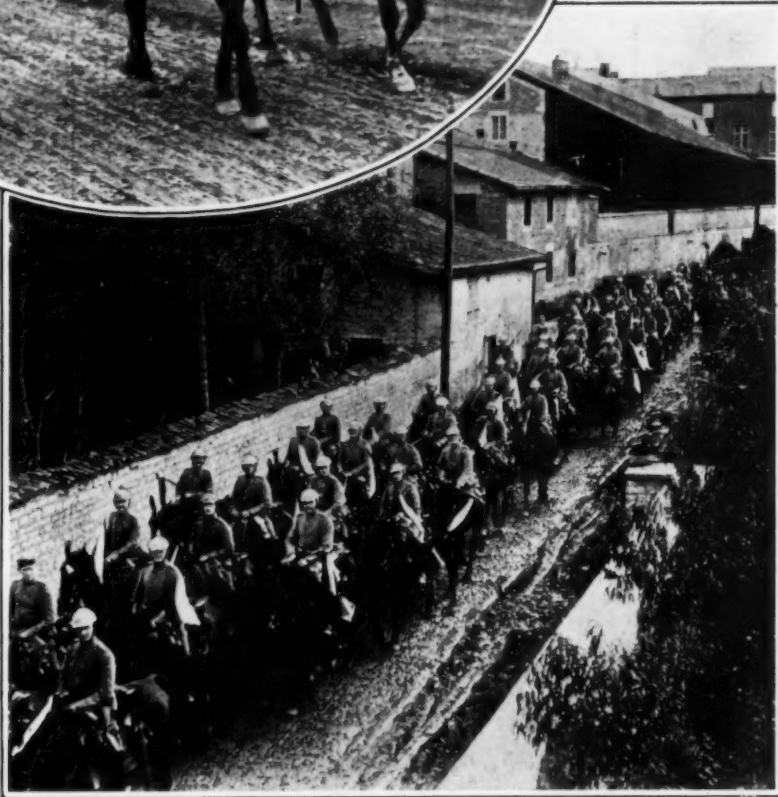


MR. WAGNER IN UNIFORM



GERMAN HUSSARS ON SCOUT DUTY

Germany's cavalry has been most serviceable in the eastern war area, where the conditions have favored this arm of the service.



DRAGOONS ON THE MARCH IN FRANCE

Note the difference in the head dress of these troops and that of the hussars shown above. All cavalry regiments now wear the blue-gray service uniform.

minutes of recreation, after which we returned to the stables to minister to our gallant steeds. It was 6:30 or 7 o'clock when these duties were completed. We were then given the mail that had come for us during the day and were released from further duties.

The first day was a hard one and as the most of us were not accustomed to this kind of work we were tired and sore, but we still had to clean our uniforms and to get everything ready for the next morning. Supper consisted of sausages and bread. Some of the volunteers, however, managed to eat their suppers in restaurants, while others received from home meat, eggs, butter, etc., which they succeeded in having prepared to their taste in the regimental kitchen. Those who fail to be not only in the casernes but in bed at 9 o'clock must expect severe punishment.

It was hard work getting up on the second morning. We were still tired and were unused to being awakened at 4:45. However, we had to stretch our aching limbs as best we could and enter upon a program which was the same as that of the day before, except that during the afternoon we were taken into the open field for a riding lesson. Thus the days followed one another with little variation. Each day our riding became better and our appearance, I trust, more soldierly. At least, our captain told us that this was the case, and after the first week we were permitted to take part in exercises with our older comrades. Our muscles became strengthened and our bodies hardened under the rigorous military training, so that within a few weeks we

People Talked About



OREGON'S FIRST WOMAN SENATOR

Miss Kathryn Clarke, of Glendale, Ore., has been appointed as state senator to fill a vacancy by Governor West, and the courts have sustained the appointment, which was contested on legal grounds. Miss Clarke is a native of Oregon and was the first white child to be baptized at Gardiner. She describes herself as "just an ordinary home woman," but nevertheless the governor thought well enough of her abilities to make her Oregon's first woman state senator. Miss Clarke had no experience in legislative matters, but after four weeks she said that there was nothing in law-making that any woman of ordinary intellect could not comprehend.



CHINA'S PERFECT GIRL

Miss Yarlock Lowe, a Chinese student at the University of California, enjoys the distinction of being the only physically perfect girl among 500 female students. She underwent a careful examination and was declared to be perfect not only in health, but to be the most symmetrical of the entire class. The examining physicians were amazed at this, since, they say, a Chinese woman who even approached physical perfection has never before been recorded. Miss Lowe is registered at the College of Jurisprudence, and will eventually return to China to practice law.



ARMY MEN AS CRACK POLO PLAYERS

Lieutenant Hammond (to the left) mounted on "Aguinaldo," and Captain Hennessey, mounted on "Funston," represent the Southern Department of the army at the polo match now being played in San Francisco. Both men played on the Third Artillery team at the match at Fort Sam Houston, and their team won the Lapham cup. General Funston, now in command of the Southern Department, appointed these men to represent the department at San Francisco, being authorized to do so by the Department at Washington. The match at San Francisco commenced March 20th and will last for a month. Polo playing is encouraged in the army as it makes the men skillful horsemen.



KING FAVORS PEACE

King Constantine, of Greece, so effectively opposed his country's going to war on the side of the Allies that the prime minister, M. Venizelos, resigned. After some difficulty a successor was found in the person of M. Demetrios Gounaris, who undertook to form a cabinet that would favor neutrality. The people of Greece are said to be "argely in sympathy with the former prime minister, who advocated Greece at once declaring war on Turkey. It was intimated through diplomatic channels that such action would be followed promptly by Germany and Austria's declaring war on Greece, a contingency that King Constantine is determined to avert. The king is very popular with his people, but so is M. Venizelos, to whose skill in statecraft the gains in territory and prestige won by Greece in the Balkan war are generally ascribed. Greece hopes for further aggrandizement at the expense of Turkey, but can scarcely expect to realize it unless she participates in the war. The national aspiration is to dominate the Aegean sea.



LOYAL TO THE FATHERLAND

The Queen of Greece is a sister of the German Kaiser and it is said that her influence in favor of neutrality is strong with King Constantine, who is also credited with a partiality for Germany on his own account. He is himself of Scandinavian blood. The situations in Greece, Rumania and Italy are similar in that the royal families favor maintaining neutrality and the majority of the people want to aid the Allies.



GERMAN ATTACHÉ ACCUSED
Captain Boy-Ed, naval attaché at the German embassy at Washington, was accused in the confession of Richard P. Stegler, now under arrest for passport frauds, with agreeing to pay him \$150 a month and to provide for his wife if he lost his life in the spy service. Stegler also alleged that Boy-Ed sent Carl Hans Lody on the secret mission to England which resulted in his being shot as a spy. Boy-Ed denies the charges.



FAMOUS TRAVELER IN ARABIA

E. M. Newman, the traveler and lecturer, with a native of Petra, Arabia, in the shadow of a wall that dates back, perhaps, to the beginning of the Christian era. In this part of Arabia many Bedouins have been impressed into the Turkish army that is now fighting with the British and French troops for the existence of the Turkish empire.

Lord Kitchener's Khartoum

By HOMER CROY,

Special Correspondent for LESLIE'S



A CAMEL CORPS THAT PATROLS THE SANDS OF THE SOUDAN

HARDLY had I got through the customs when I was impressed with the fact that Egypt is a one-man country. On every side one hears this man's name; it's Kitchener this and Kitchener that. Before he came, Egypt was in a rebellious state: fighting, treachery, mutiny, shovel-headed spears. Now it is different. The reason of it all is Khartoum. It was there that Major-General Sir Horatio Herbert Kitchener taught them where to get their meals. There he threw their last spear into the Nile and made them promise to be good; but he had to kill 20,000 to make them see things his way. Near Khartoum the blacks made their last stand. When they surrendered and gave up their last spear and carbine, Kitchener set about making a nation of them. When they came upon Mahmud, the leader, he was sitting on his prayer rug, his head bowed, his weapons around him, according to the custom of the Dervishes, silently waiting for the victor's blow that would send his head rolling into the hot sand. When Kitchener told him to go back to camp and get something to eat he was more astonished than he was that the battle had gone against him.

From that day, 17 years ago, Kitchener has been the most-feared and best-loved man in Egypt. Feared by the half-educated *effendi* and loved by the fellah. The peasant had his ear. Kitchener speaks Arabic, having learned it when he was in the Holy Land as director of the Palestine Exploration Fund. He knew the people and sympathized with them as no other commander of Egypt had done. Earl Cromer, Kitchener's predecessor, was a hard working person who never got very close to the fellaheen, nor ever understood them very well. Kitchener, knowing their language, mingled among them, sympathized with them and ruled them from the heart.

Naturally, when I got to Egypt, the first place I wanted to see was Khartoum. It is clear out of the antiquities belt. Four days it takes from Cairo; four days by train and steamer. At Assuan begins the narrow gauge and uniforms appear. This railway was one of the surprises of my life. I climbed aboard expecting to be a haggard wreck when I reached Khartoum, for I knew that the road had been laid by Kitchener to chase religious fanatics across the desert and I knew that it was still under military control, but it was one of the pleasantest rides of my life. If the cars hadn't had wicker chairs and wall lounges and if the conductors hadn't worn khaki and beards, I could have imagined myself on the Pennsylvania.

After watching the desert racing by I turned my eyes to the ceiling and there was a fan keeping up a regular electric clip. I felt sure that there wasn't electricity in the cars and began trying to figure out what made the fan turn. And only when we stopped at the next station and I got out and saw the whirling cups above did it come to me that they were letting the rush of the train do it.

In the cool cars, with ice at the end of the push button, I could hardly make myself believe that I was being whooped across the desert—until I would step out on the platform without my hat on. I was nearly keeled over a couple of times, when I forgot my topee, for under the Soudan blue rays one drops like a steer.

On this railroad that had been laid down by Kitchener, foot by foot under fire, was a dining car. And such meals! Never in all my Pullman days in America have I sat down to such a dinner as I got out on the Soudan. And only \$1.25, too. My appetite was in splendid condition when I began, but it was floored flat long before the salad. If it had been served at a long table in America,

with a man at the head of it in black, that dinner would have been called a banquet.

When Kitchener had fought his way to the forks of the Nile, he found Khartoum was just like any other Soudanese village; a handful of mud huts with fat-tailed sheep staked outside. Like canes in a rack stood the date trees, sometimes growing through the mud roofs themselves; but everywhere, in front of every mud hut, was the fat-tailed sheep. To-day Khartoum is a city of 1,000 white inhabitants who send to London for their clothes and have standing orders for all the latest musical records. Even though the white man now sits at the wheel, Khartoum is still an Egyptian town. The streets lie sprawling and baking in the Soudan sun. At noon it is the deserted village; there is nothing stirring. A native lies across a cool stone in a doorway, his face covered with a thick, dirty cloth to keep away the flies, while his bare toes stick straight to heaven. As long as his face is his own the flies are welcome to the rest. The stores are closed and will remain so until three o'clock, when the iron window shutters go rasping up and the place is open for business. A native woman with a Standard Oil five-gallon tin on her head swings erectly down the street carrying water, for the Standard Oil can has taken the place of the earthen jar for carrying water, commerce thus hitting art another jolt behind the ear. Behind her is a black, shiny Nubian astraddle of a donkey, a basket of dates swinging on a pole on each side of the creature, while he guides the animal with a stick, tapping it first on one side of the neck then on the other, according to direction desired.



A VILLAGE BELLE OF THE SOUDAN

The street fills with noisy Nubians. A shiny ace of spades carrying a ladder on his head is brushed aside by a camel loaded with sugar cane, towering half as high as a load of hay. The dark son of the Nile stops and tells the camel driver what he thinks not only of him but of his ancestors for three generations back. If there is one thing in the world that the Khartoum native is proficient in, it is in expressing his opinion of some one who has pushed him out of the way. These natives very rarely ever come to actual blows, but to hear a couple of them fall into a business discussion on the streets of Khartoum one would imagine that it would end up in a regular Hatfield-McCoy. The bloodiest they usually get is a spirited hair pulling.

So hot does the mid-day sun boil down in Khartoum that some of the streets are covered over, so that you walk down them in the shade, and on the corner behind a row of drinking tables on the sidewalk is a thriving moving picture show. Wherever civilization puts up its sign these days, there the cowboy film is sure to follow.

The natives do not look with wonder upon moving pictures. They explain all such phenomena satisfactorily in one word—"machina." It makes no difference what it is, if it is a machine there isn't anything wonderful about it. A Harvard professor, doing some archaeological work, brought out a talking machine. Calling his native crew of workmen together, he showed them the machine and put on a record. He expected to see them take to their

superstitious heels, but instead of that they dismissed it with a wave of the hand and one word—"machina." A day or two later he took his head boy—all natives are "boys" even though they are the heads of large and shiny families—into his confidence and made a record, in which Arabic songs were sung and the names of several of the workmen were called out. When the record was put on the following evening it created a sensation, and hour after hour the discussion lasted as to how a machine could learn to speak Arabic in three days.

These are the men that Kitchener marched against; black, heartless, religious Dervishes; these and the desert. But the desert was his greatest enemy. That the English soldiers were outnumbered five to one didn't matter so much as that the Dervishes had the desert on their side. To fight them Kitchener had to build a railroad over the desert; the railroad that now has the best dining service in the world. What came nearer to defeating Kitchener than anything else was not the outnumbering natives, but the soldiers' own shoes. The desert sand soon cut away the thin leather outsole, gnawed through the paper underneath, then began drawing blood. Without shoes the soldiers could do nothing; they were worse than useless, for they had to ride the valuable camels. Thus an army was almost beaten to fill a grafting contractor's pocket. Of course there was an investigation—there always is—but, as in America, it soon blew over, and the guilty party bought more land and enlarged his country house.

Kitchener was a hard taskmaster. He laid out impossible things for his subordinates to do and told them not to bother him until the tasks were done. His men marched a few miles, slept a few minutes and then got up to resume the killing hike across the burning sands.

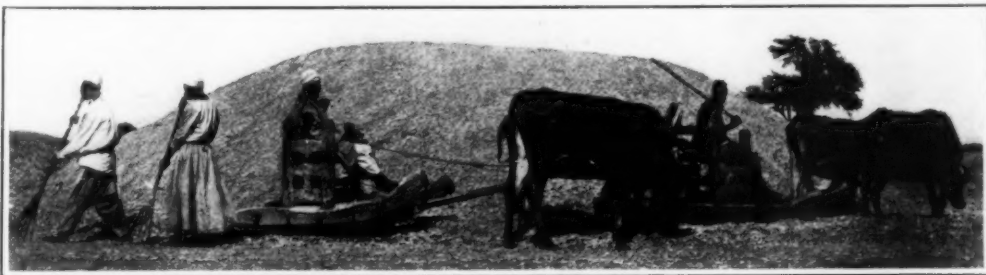
Crossing the desert was harder than fighting the natives. Carrying their kit and a hundred rounds of ammunition, they marched 98 miles in three days over the desert. The men went to sleep marching. One subaltern, guarding baggage in the rear-guard, fell off his camel into the soft sand and went on sleeping while the army went on marching. The camel with his helmet and ammunition belt continued placidly on in the procession, so that when the man woke up he found he had the desert to himself. The dry air of the desert had cracked the buglers' lips until they could not give the calls, but the soldiers knew what was expected so well that they didn't need them. So month after month the army struggled on until it came to the forking of the Nile where the last battle—Omdurman—was fought and once more a few whites prevailed over many blacks.

Outside Khartoum you may still see the battle ground, and with your toe still stir up spear heads. The battles were fought on the desert, but not on such a desert as I had always been accustomed to think of. Not a long sweep of white sand, but stretches of black, rocky hills with sand shoveled in between. Much of the Soudan desert is bare, bald rock swept clean by the winds of a million years.

So far away one hardly looks for the comforts of civilization, but there they are: while I was counting the flies on a native child's face, I was nearly run down by an automobile, and over on the Nile I could hear the chug-chugging of a motorboat. What astonished me most of all was to find showerbaths in the houses; real shower baths. The mystery was solved when I saw a

native servant climbing up on the roof to fill the tank with a couple of canvas buckets over his shoulders.

In the cool of the evening there were cricket games, and just outside of Khartoum is a spanking golf links. The hazards were nature's own, made out of the finest sand that blows. The only trouble was that one day they would be on one side of the course, and the next they would be piled up in front of the club house door.



A THRESHING FLOOR IN THE VICINITY OF KHARTOUM

James H. Hare
**SERVING KING,
HOME, & EMPIRE.**



**SERVING KING AND
COUNTRY**

The card that the Mayor of Arundel gives to be displayed in the window of a house that has furnished a soldier.

Rolling Up Kitchener's Millions

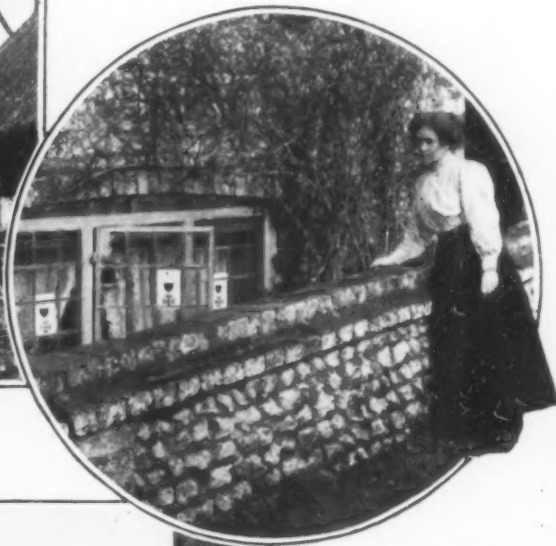
By JAMES H. HARE, Special War Photographer for LESLIE'S

I RAN across my friend, W. G. Shepherd of the United Press, in London last week. He was looking blue at the prospect of putting in another dreary Sunday in London. As I wasn't feeling very fit myself, I suggested we take a run down into Sussex for the weekend and get a change of scene. Let's go to Arundel. He was willing, but why Arundel? I had to admit that I wanted to revisit the place. It was 30 years since



TWO BROTHERS AT THE FRONT

And she wishes she was a boy so that she could go too.



**THREE FROM ONE
HOME**

Mrs. Ayling, of Arundel, has given her husband and two sons to the army.

I was there last and my recollections of it were charming, but to convince him I read out of the guide book "this quaint medieval town, nestling around the foot of its famous Castle, the home of England's premier duke (Norfolk), unquestionably one of the most idyllic spots in England."

This sounded interesting, and Saturday evening found us groping about in the darkness to reach the splendid Roman Catholic Church erected by the Duke of Norfolk on the occasion of reaching his majority. As we were reading the many cards tacked up in the chancel, notices of masses for the repose of the souls of soldiers killed in action and requests for prayers for the safety of relatives serving at the front, the verger appeared and told us that he had eight sons and grandsons serving in the army.

We had been told that the Duke, although admittedly a good landlord, would not allow a Non-conformist chapel to be built in the town, but such is not the



HIGH STREET IN PATRIOTIC ARUNDEL

This town of 2,800 population has sent more than 400 volunteers, and more are being recruited. It is from these British villages that the best men come.



THE MOTHER'S SACRIFICE

Mrs. Denger has four sons in the army and one of her neighbors had as many until October, when one was killed in action.



RICH AND POOR ALIKE

In many rows of cottages each humble home displays at least one card that indicates the gift of a man to the empire.

case as there is a Congregational church, where George MacDonald, the famous novelist, ministered from 1850 to 1853. Then again I noticed on the doors of the old parish church that His Grace headed the list of subscribers for a new peal of chimes for the building, the tower of which was used by the soldiers of the Parliament to plant their cannon, which wrought the chief injury to the Castle during its siege in the Civil War after the Royalists had taken possession of it. To-day the castle after unlimited expense being laid out on it is considered more glorious than ever and is only exceeded in grandeur by the royal residence at Windsor. Whilst we duly admired the magnificent structure next day, we wondered how many minutes it could withstand bombardment by modern artillery.

It is impossible to disassociate yourself from the effects of the present war wherever you go, even in this peaceful little town which, by the way, appeared to be exactly the same as when I saw it last. Even in the cottages it was recalled to your notice by an emblem in the shape of a card

with a cross printed in red, white and blue, displayed in the windows. This was a novelty I had not seen elsewhere, and was on view in both the finest houses and the humblest cottages. I think it a splendid idea as it shows at a glance who has taken the King's shilling from that house and also notifies the recruiting sergeant his services are not needed there. It was no unusual sight to see a row of cottages with at least one card in each window; some had two, three, even four. I tried to get a mother to pose outside with her daughters, but either the English girls are too modest, or it does not appeal to them, as I could not prevail upon any one to do so, although the mother was usually willing—after taking time to primp up a little. At one house that had three cards in the window I was told the husband and two sons had gone. At another with four the mother told me that they were all sons and she was proud of it. I remarked to one lady in mourning and who had three cards in her window, that her neighbor had four

sons in the service. She replied, "So did I a few months ago, but one was killed in action last October."

The mayor, whose health would not allow him to join the forces, was working hard at recruiting and the chief recruiting office was at the lodge of the Castle, as you were informed by the placards on the Castle walls. There was plenty of executive work to do by the head of municipal affairs in organizing against threatened raids both by air and sea, the town being only four miles from the south coast. Out of a population of 2,800 at last census about 400 had joined so far and more were applying every day. I suppose one reason for so many young men enlisting was the fact that it is brought home to them more in smaller towns where many are related to each other, and where they are practically all acquainted

with each other, than in large towns where a man very often doesn't know his neighbor and doesn't want to.

I was questioning the head waiter at the very comfortable inn I was staying at as to the number of men who had enlisted. After giving me some statistics he remarked he hadn't joined—there wasn't much sense in throwing up your job and joining the army when the police were actually going around to various employers and asking for the German waiters interned in prison camps to be reinstated in their jobs. This, by the way, the Home Secretary denies. His statement is that many of the German prisoners interned had been in Great Britain for a number of years and that on investigation some were considered perfectly harmless and were released from the camps, but not wishing to throw them upon the world without any resources the police had instituted inquiries as to whether their former employers were willing to reinstate them in their positions. This led to the charge that the police were working on behalf of the German prisoners to the detriment of the British waiters who had taken their places. As I had not had him in mind when first talking to him, although, as he was about 28 years of age, he was eligible to join, that showed me another phase of the situation, that the one in a small town who did not join was conspicuous by that fact. There is no doubt but that these young men from the small towns and villages are splendid material to recruit from and will give a good account of themselves when called upon.

The fine lads that enlisted from this and similar towns at the beginning of the war are now well drilled soldiers, and many are across the channel in France, where they will presently give a good account of themselves. I have been deeply impressed with the quality of the men I have seen in scores of training camps. Officially I do not know how many there may be in Kitchener's army, but report has it that the number is over 3,000,000. From what I can observe recruiting is going on as briskly as ever.

Everybody here is greatly relieved that the submarine threat against the army transports has proved to be a bluff. Thousands of men have been moved to the continent every day since the war zone decree went into effect and we are positively assured that up to the present no transport has been damaged by a submarine or other hostile vessel.



GENERAL CARRANZA BURIES HIS BROTHER WITH HONORS

Several months ago General Jesus Carranza, the fighting member of the family, together with his son, was captured by Santibanez, a bandit who had formerly been attached to the Constitutionalist army. Santibanez offered to release his prisoners if General Venustiano Carranza would pardon his desertion, and allow him to become a Constitutionalist in good standing once more. This proposition was rejected, the First Chief saying that he would sacrifice his brother's life rather than have any dealings with a traitor. General Jesus Carranza accordingly was executed the last week in January. His brother gave him a splendid funeral.



DEVELOPING DRAMATIC ART

A remarkable small theatre has just been opened in New York City. It is on Grand street, in the midst of the congested tenement house district and is known as the Neighborhood Playhouse. The young people of the district put on and act the plays, which are not of the "highbrow" nor "uplift" sort, but just interesting, wholesome dramas. At present only two performances a week are given, the remainder of the evenings being devoted to moving picture shows which help to make the place self-supporting. The donors of the theatre prefer to remain anonymous, but the building was designed by the same men who built the Little Theatre, New York's most exclusive playhouse.



WEST VIRGINIA MINE DISASTER COSTS MORE THAN ONE HUNDRED LIVES

An explosion in the Layland mine of the New River and Pocahontas Consolidated Coal company, near Quinnimont, W. Va., on March 2, resulted in the death of about 130 miners. About 50 others were rescued, some of them on the day of the disaster. A party of 47 were taken out of the mine four days after the explosion. They had built a barricade against the deadly after damp, using pieces of slate and stuffing the inter-

stices with their garments. When the rescuers reached the entrance to the mine, they found the bodies of the men killed. The picture to the left shows the entrance to the mine. The other one was taken only a few days after the disaster. The men killed were mostly

Pictorial Digest the World's



A QUAIN BEAUTY SPOT IN THE PANAMA-PACIFIC EXPOSITION

One of the features of the Japanese exhibit, which is among the largest and best of the foreign displays, is the Formosa Tea House. From its pretty, old-world garden one gets a splendid view of the Italian towers at the entrance to

the Court of Palms, and of the Horticultural Palace. The garden is drawn to be a remarkable success in the design of the d-



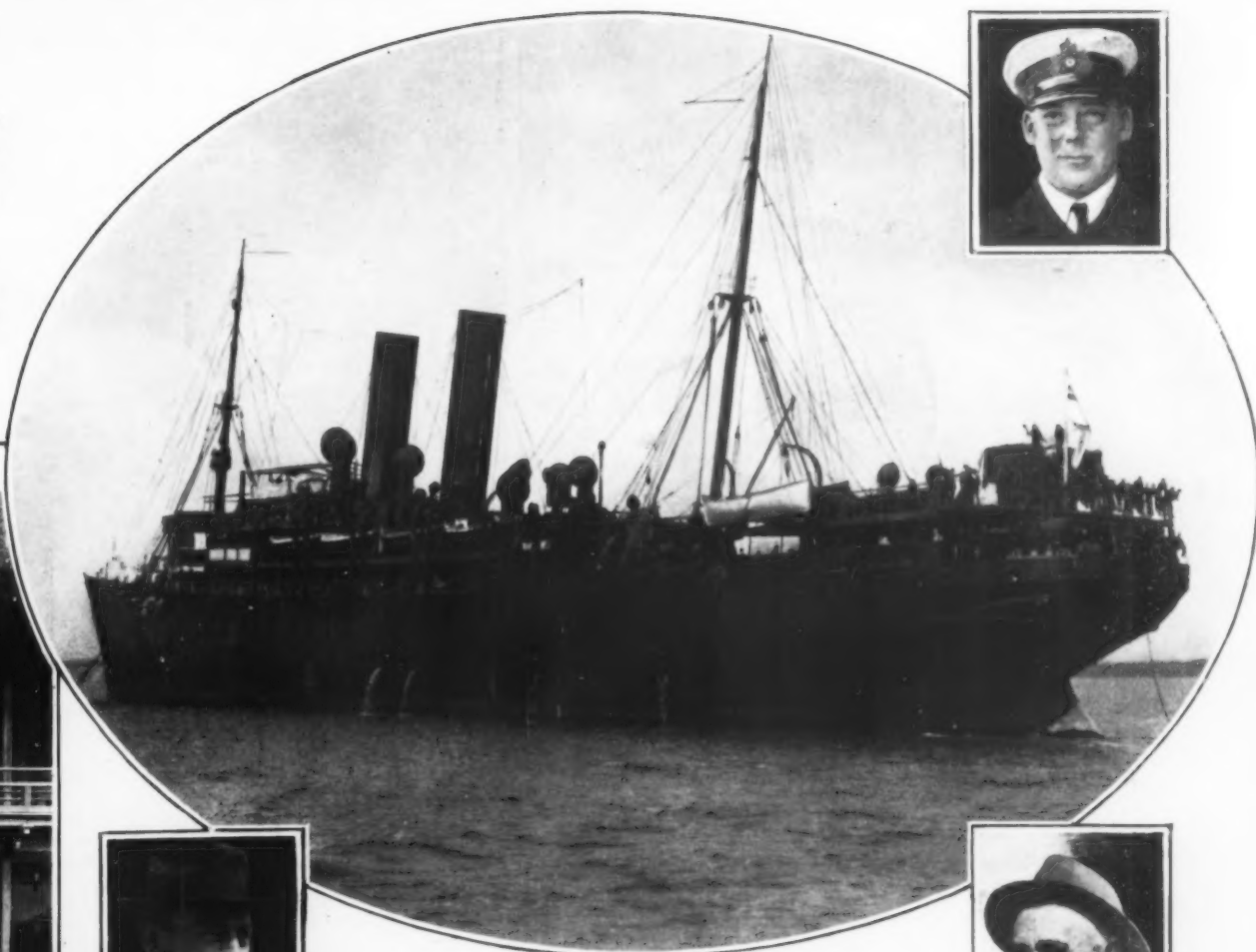
Digest of d's News



EXPOSURE
and of the tower of Jewels and the great dome of the
The Exposition is drawing great crowds and promises
success in the face of the difficulties created by the war.



ES
men were nearly dead from cold and hunger.
to the hands of the imprisoned miners waiting for news
the explosion. The building at the right was



ADVENTUROUS CRUISE OF THE PRINZ EITEL FRIEDRICH

The romantic interest that would otherwise have been felt in the remarkable cruise of the German converted cruiser *Prinz Eitel Friedrich*, which put into Norfolk March 10, was lessened by the discovery that she had sunk an American ship, the *William P. Frye*, without any justification. The *Frye*, grain laden from Seattle to Liverpool, was not carrying contraband. Diplomatic exchanges are in progress over the incident, and it is assumed that the German government will disavow the act and make reparation. The *Eitel Friedrich* also destroyed ten enemy boats, during a seven months' cruise of 30,000 miles. She was not once under fire from a hostile ship, but Captain W. J. King, of the British bark *Invercoe*, attempted to ram her when he was captured, and missed sending her to the bottom by a narrow margin. She was a North German Lloyd liner hastily fitted out as a commerce destroyer at Tsing-tao. She was forced to put into Norfolk for coal and repairs, and to land 350 prisoners she had on board. The portrait above is of Captain Thierichens, of the *Eitel Friedrich*, that below to the left is Captain King and to the right is Captain H. H. Kiehne, of the *William P. Frye*.



INGENIOUS ICE BOATS PROPELLED BY MOTORS

The winter just ending has seen great strides in the development of ice boats driven by motors. Two interesting types are seen here. The one to the right has made a speed of 58 miles an hour with two passengers. It is owned in Cedar Rapids,

Ia. The other is a Bay City, Michigan, craft, driven by a six-cylinder automobile engine. It has an air propeller and air rudder, the latter being a distinct novelty. Its maximum speed is a little less than 50 miles an hour.



DELAYED FREIGHT FOR THE "WAR ZONE" IN NEW YORK YARDS

A great quantity of freight for the warring countries of Europe has accumulated in and around New York. In the West Shore yards of the New York Central lines more than \$700,000 worth of automobiles alone have piled up, waiting for shipping facilities. The

picture shows a few of the cases containing these machines. Most of them are for Russia. Large quantities of other freight are also on hand. Spring opening of the Arctic port Archangel and opening the Dardanelles will improve shipping facilities to Russia.



PAIGE

"The Standard of Value and Quality"

"SIX-46"
\$1395

"FOUR-36"
\$1075

"I Drive a Paige"

THERE must be a reason for the prevalence of that sentiment. One reason for it is the ideal of the Paige-Detroit Motor Car Company—to give the maximum of motor car distinction, comfort, service, luxury, economy and efficiency at the minimum price. Another reason is to be found in the impregnable financial position of the Paige Company, its low overhead expense, freedom from bonded indebtedness of any kind and ability to lead indefinitely in the moderate-price field.

And the evidence of this overwhelming popularity of Paige Cars is the fact that to the best of our knowledge, the Paige, in actual bona fide sales, has led every American-made motor car at every Automobile Show held in this country this year.

These are the proofs that Paige leads the world in genuine basic motor car values

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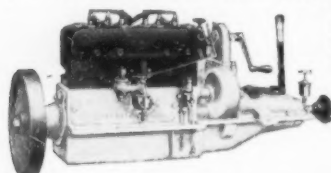
Detroit, Michigan



The Joy of Owning a Boat

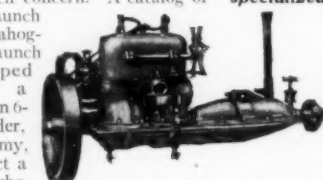
FIFTY LEADING BOAT BUILDERS have joined with the Gray Motor Company in issuing a catalog, showing the specialties of each concern. A catalog of "specialized boats," from a complete little fishing or pleasure launch at \$110.00 to a solid mahogany express launch equipped with a modern 6-cylinder, self-starting, 4-cycle Gray Motor—or a snug, safe, roomy, little cruiser, with all the comforts of a home—in fact a range to select from that can satisfy every individual who is wanting a small boat—we help you to experience the "Joy of Owning a Boat." Write for the Boat Builders' Catalog today.

You handle a 1915 Gray 4-Cycle Marine Motor just as you do your automobile. Nothing exposed but lever and controls. No gears, no grease, no dirt, no heat, no noise.

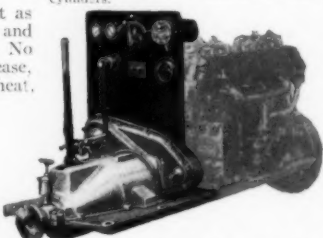


GRAY 1915 4-Cylinder, 4-Cycle Model "D" 16-20 H. P. Motor—silent, powerful, reliable. Representing the latest ideas of gas engine design construction. \$210 and upwards, depending on equipment.

Write today for Catalog



GRAY 2-Cycle Motors are standard the world over. Their simplicity, reliability, power, finish and low cost have made them so. \$35 and upwards. 4 to 36 horse power. One, two and three cylinders.



STANDARD Equipment of a Modern Model "C" 4-Cycle Self-Starting Gray Marine Motor as shipped from the factory, a complete unit, ready to install.

GRAY MOTOR COMPANY

364 Gray Motor Bldg., DETROIT, MICH.

In answering advertisements please mention "Leslie's Weekly"

Leslie's Export Promotion Bureau

Conducted by W. E. AUGHINBAUGH

EDITOR'S NOTE:—The knowledge of Mr. Aughinbaugh of foreign markets, gained through 20 years of personal experience, is placed at the service of LESLIE's readers without charge. All legitimate export trade inquiries addressed to LESLIE's Export Promotion Bureau, 225 Fifth Avenue, New York City, will be answered promptly by mail.



THE BRAZILIAN MINISTRY OF AGRICULTURE

This is only one of the many splendid public buildings that help to make Rio de Janeiro one of the most beautiful cities in the Americas.

MANY important details relating to the development of the export trade are overlooked in this country, and especially so by merchants and manufacturers really desirous of entering foreign markets. This, in a measure, is due to the fact that there are really few authentic sources of information in this field of business. As a nation we are comparative strangers to the alluring inducements offered by trading abroad. The sooner we become acquainted with the real opportunities which exist, and the proper methods of getting our share of this lucrative business, the better for us as individuals and as a nation.

At the Second Annual Trade Conference held recently in St. Louis, Mo., some of the minute features of acquiring business in other lands were discussed with frankness by men who knew what they were talking about, and the attention of the 600 delegates attending the meeting was directed to the various small things which count in acquiring this trade, in a masterly and forceful style.

W. L. Saunders, Chairman of the Ingersoll-Rand Company, of New York City, in his address on the "Government Regulation of Commerce as Affecting Foreign Trade," showed the great stimulation business receives through patent protection afforded machinery of all kinds. He also told how in Germany a system of bounties and premiums was in operation to assist in the increase of trade and cited the following as proof of his statement:

One and a half marks per ton premium is paid for all coal used in the production of steel exported; 2.5 marks per ton premium is paid on all iron ore used in the production of steel exported; 15 marks per ton premium is paid on all partly manufactured steel exported, and 20 marks per ton premium is paid by the Government on all steel rails exported.

Special premiums are also paid on wire and nails exported, the object being to secure full employment for the mills when home trade is slack, and to secure a permanent trade in foreign markets.

John J. Arnold, Vice-President, First National Bank, Chicago, Ill., told how the Federal Reserve Act would materially benefit merchants abroad and here, and tend to establish in a short time a direct dollar exchange between the United States and foreign countries, where for time immemorial the pound sterling had been the medium of exchange.

Prof. E. F. Gay, of Harvard University, urged giving young men desirous of entering the export business attractive opportunities to insure progress and advance. He told how the Standard Oil Company gives the young men in its foreign service relatively high salaries and regular promotion, so that the great organization always has all the men it requires for positions abroad.

W. C. Downs, United States Commercial Attaché for Australasia, in discussing the problems of the small manufacturer in developing a market for his products, suggested co-operative selling abroad, going into great detail as to how it should be accomplished. He also advocated the maintenance in the larger cities of a permanent exhibit of American products, in charge of an experienced salesman.

Welding Ring of New York City brought out the fact that the cost per ton of ships built in this country (due to erroneous laws) is more than double that of English vessels. He showed that the present European war meant the withdrawal from the shipping trade of craft to the enormous extent of over 5,000,000 tons—or more than one-quarter of the world's tonnage. He asked for the revision of shipping laws to permit ship owners to operate on a competitive basis, free from harassing exactions, and predicted that as a result the 2,000,000 tons of American-owned ships sailing under foreign flags would gladly fly the Stars and Stripes and that other vessels would come under our protection, ship-building would be greatly stimulated and the United States would again become, as it once was, a leading maritime nation, and without the spending of a dollar by the Government or the granting of a subsidy.

James J. Hill, the veteran President of the Great Northern Railroad, made a masterly plea for the freedom of our foreign trade from governmental influence and control. He contrasted the government owned Panama Railroad with the privately owned railroads of the United States, specifically, and to the disparagement of government ownership. He showed by figures from the Government's own report that the average expense of the Panama Railroad was five times greater than that of any privately owned and operated railroad, and that the rate on the Panama road per ton-mile was 3.48 cents as against .7268 of a cent for all the other roads of the United States.

"National trade," said Carman F. Randolph of New York City, "is the basis of a national livelihood; hence it demands the statesman's special care and attention when racked by war. Shall we, a neutral people," he asked, "be less mindful of our commercial duty and opportunity during war than are the Britons, who in their dominions are now fighting for trade as stoutly and as ably as they are fighting the Germans?"

Henry Cass Lewis, General Manager of the National Type and Paper Company, of New York City, elucidated the problem of co-operative foreign selling for small manufacturers. He asked for legislation to permit the American manufacturers and merchants to do business abroad without the fear of, and hindrance from, the anti-trust laws. An ideal plan suggested by him was to have a group of merchants in allied lines organize a company whose capital should be used in the support of salesrooms in foreign cities offering possibilities for their lines of trade, with sales forces of Americans. Goods from the several organizations belonging thereto should be consigned, and when sold should be credited to their proper consignor.

The suggestions of these various captains of foreign trade are worthy of serious consideration as they represent the views of practical men of business—men who have made a success of their ventures into foreign territories. Full reports of each address may be obtained by writing to Robert H. Patchin, Secretary National Foreign Trade Council, 64 Stone Street, New York City.

Holding Russia on the Job

By MARTIN MARSHALL



FRENCH CITIZENS FLEEING BEFORE THE GERMAN ADVANCE

When the invaders overran Northeastern France last fall, many non-combatants fled and have not been able to return to their homes. The German army is subsisting largely on the resources of the captured territory.

WILL France and Russia stand with Great Britain for a finish fight in the Great War? That, according to recent political developments in Europe, seems to be the most important question in the minds of British statesmen.

Germany's military movements lend credibility to the published statement that she hopes to force Russia to make separate terms of peace, after which she intends to throw her entire strength against the Anglo-French battle line, with the result that France might be speedily conquered, leaving the entire power of the Germanic allies free for action against Great Britain. In such an event, it is entirely probable that the line of attack will not be directed at first against the British Isles, but rather against the outlying dependencies of the empire, presumably against Egypt and the Suez Canal.

It may be interesting to consider what possibility there is of Germany's accomplishing this design. To date the advantage in the eastern theatre of war rests with the Germans. Russia is suffering severely from the effects of the war and the difficulties of her position are greatly increased by her isolation from the rest of the world. Of men there are still millions to be sacrificed, but munitions of war and supplies are reported to be growing scarce. Since winter closed the Arctic ports Russia's only avenue of commercial intercourse with the outside world has been through her eastern Asiatic ports and the Trans-Siberian Railway.

The terrible assault by the Allies upon the fortifications guarding Constantinople has been ostensibly to open Russia's Black Sea ports through the capture of the Dardanelles and the Bosphorus. This accomplishment would give Russia an outlet for the surplus of grain which she has so far been unable to export and would also allow her to receive ammunition and equipment from France and Great Britain and the United States. Russia has contracts with manufacturers in this country which have been only partially delivered owing to the difficulties of transportation.

Another consideration, however, is to be found in the advantage that Great Britain would have through possession of Constantinople. The greatest gain that Russia can expect to make as a result of this war is the control of the Dardanelles. With this in the hands of Great Britain and France her aspirations of 200 years would be jeopardized, if not made impossible, by her withdrawing from the Triple Entente. Not only would her allies be in better position to assist her in the prosecution of the war, but they will also hold a powerful pledge for her fulfillment of the terms of the treaty signed in Russia in the early days of the war, whereby she, jointly with Great Britain and France, pledged herself to make no separate terms of peace.

Undoubtedly there is a peace party in Russia although the censor allows us to hear little about it. One report has it that the Czar himself is in sympathy with it, but that the Grand Ducal combination, which really rules Russia, holds that the future interests of the Empire will be served best by prosecuting the conflict to a decisive finish.

There seems to be no doubt that France will continue the struggle to the bitter end. Early in March the Minister of Finance, Alexandre Ribot, requested authority to advance \$270,000,000 to allied or friendly nations, which was promptly given. Of this amount it was proposed to give Belgium \$50,000,000, Serbia \$37,000,000, Greece \$4,000,000 and Montenegro \$100,000, the balance of \$178,900,000 to be advanced to Belgium, Serbia and Russia at the discretion of the French cabinet. There can be little doubt that the greater part of this enormous sum is destined for Russia which is in temporary financial embarrassment and needs money to pay for materials purchased abroad and also for interest on loans. It is expected that this advance will be offset by shipments of grain and other materials in which Russia is rich, but in order to make this possible the Allies must drive the Turks and their German advisors from the Bosphorus.

Great Britain has also undertaken to cement Russia to the Triple Entente by making vast advances of money, and even smaller amenities are not overlooked, as is evidenced in the invitation to Russia to participate in the bombardment of the Dardanelles by sending her one warship available for that purpose. Russia is also cooperating through her fleet in the Black Sea, which is attacking the defenses of Constantinople from the eastern side.

An interesting light is thrown on the question of when financial exhaustion may be anticipated on the part of the warring nations by some figures just compiled by Edward E. Pratt of the Department of Commerce of the United States. He shows that the war debt so far incurred by Great Britain amounts to \$34 per capita. The other warring nations have incurred indebtednesses per capita as follows: France, \$46, Germany, \$39, Belgium, \$17, Austria-Hungary, \$35, Russia, \$15, Serbia, \$44. In our own war between the States the war indebtedness amounted to \$159 per capita. Using this as a standard of comparison, it would seem that the European nations are still far from the limit of their borrowing capacity. The total indebtedness incurred on account of the present war is placed at \$10,650,000,000. The cost of the war per day is \$50,000,000. The average per capita debt on account of the war is \$28. While it is true that most of the European countries carried heavy burdens of debt before the beginning of the war, yet it must also be borne in mind that the United States at the end of the three years of civil strife with a war debt of \$159 for every man, woman and child in the entire country was far from being exhausted in resources. Those who look forward to an early close of the war on account of financial exhaustion are influenced by superficial indications.

If Russia perseveres it would now seem inevitable that the war must be continued until one side or the other is decisively vanquished. Great Britain surely wills this outcome and France, realizing that her standing as a nation is at stake, can scarcely be deterred by any sacrifice of life or money from continuing the struggle as long as she is able.

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Why Take Less Than Your Full Share of Life and Pleasure? Are you living a full and successful life? Why not always be at your best?—thoroughly well, virile, energetic. Why not invest in yourself and make the most of your every opportunity? It is easy when you know how. The Swoboda System points the way. It requires no drugs, no appliances, no dieting, no study, no loss of time, no special bathing; there is nothing to worry you. It gives ideal mental and physical conditions without inconvenience or trouble.

The Swoboda System of Conscious Evolution is no experiment. I am giving it successfully to pupils all over the world. I have among my pupils hundreds of doctors, judges, senators, members of cabinet, ambassadors, governors, thousands of business and professional men, farmers, mechanics and laborers, and almost an equal number of women—more than two hundred thousand people have profited through this system.

Your Earning Power, your success depends entirely on your energy, health, vitality, memory and will power. Without these, all knowledge becomes of small value, for it cannot be put into active use. The Swoboda System can make you tireless, improve your memory, intensify your will power, and make you physically just as you ought to be. I promise it.



Pupils are men and women, ranging in age from 14 to 92.

What Others Have to Say:

"Fourteen years ago at the age of 64 I was an old man today at the age of 82 I am the marvel of my friends. I am younger than most men at 40. Your system gave me a new lease on life."
"Doctors told me I had hardening of the arteries and high blood pressure. They advised me against exercise. Conscious evolution reduced my blood pressure and made a new man of me."
"Last week I had a reading of my blood pressure, and was gratified to learn that it was fully ten points below the previous reading. This was a surprise to me as well as to my physician, who did not believe that my blood pressure could be reduced because of my advanced age."
"Can't describe the satisfaction I feel."
"Worth more than a thousand dollars to me in increased mental and physical capacity."
"I have been enabled by your system to do work of mental character previously impossible for me."
"I was very skeptical, now am pleased with results; have gained 12 pounds."
"The very first lessons began to work magic. In my gratitude I am telling my croaking and complaining friends, 'Try Swoboda.'"
"Words cannot explain the new life it imparts both to body and brain."
"It reduced my weight 29 pounds, increased my

chest expansion 3 inches, reduced my waist 6 inches."
"I cannot recommend your system too highly, and without flattery believe that its propagation has been of great benefit to the health of the country."
"My reserve force makes me feel that nothing is impossible, my capacity both physically and mentally is increasing daily."
"I have heard your system highly recommended for years, but I did not realize the effectiveness of it until I tried it. I am glad indeed that I am now taking it."
"Your system developed me most wonderfully."
"I think your system is wonderful. I thought I was in the best of physical health before I wrote for your course, but I can now note the greatest improvement even in this short time. I cannot recommend your system too highly. Do not hesitate to refer to me."
"You know more about the human body than any man with whom I have ever come in contact personally or otherwise."
"Your diagnosis and explanation of my brain trouble was a revelation to me. I have had the best physicians of my State, but your grasp of the human body exceeds anything I have ever heard or known. I have read your letters to many people, also to my physicians, who marvel at them."

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My book will give you a better understanding of yourself than you could obtain from a college course. The information which it imparts cannot be obtained elsewhere at any price. It shows the unlimited possibilities for you through conscious evolution of your cells; it explains my discoveries and what they are doing for men and women. Thousands have advanced themselves in every way through a better realization and conscious use of the principles which I have discovered and which I disclose in my book. It tells what Conscious Evolution means and what it may do for you. It also explains the DANGERS OF EXERCISE and of EXCESSIVE DEEP BREATHING.

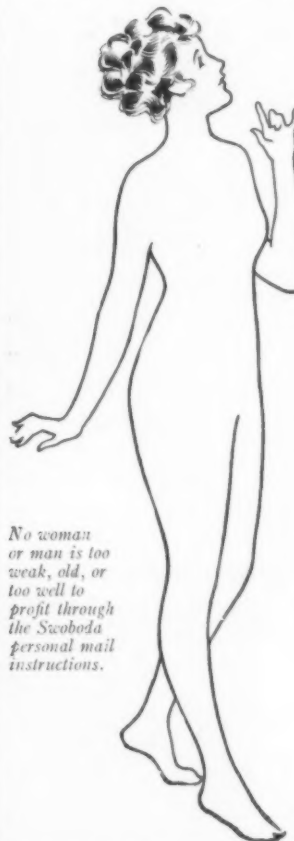
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I offer my System on a basis which makes it impossible for you to lose a single penny. My guarantee is startling, specific, positive and fraud-proof.

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Why The 1915 Harley-Davidson Won The National Championship

THE winning of the one hour National F. A. M. Championship by a strictly stock Harley-Davidson at Birmingham, Alabama, proved conclusively that the Harley-Davidson was fast—very fast.

But speed alone was not all that was needed. The design, the workmanship, and the materials used, had to be such that the machine could stand the awful grind of mile after mile at terrific speed. And remember this was not a specially made machine but a regular stock model, such as you can buy of any Harley-Davidson dealer.

Here then is proof that the 11 H. P. Harley-Davidson motor (horse power guaranteed) really delivers the power, and that the Harley-Davidson Automatic Oil Pump oils as perfectly at 70 miles an hour as at 3. The winning of the National Championship corroborated the experience of thousands of Harley-Davidson riders and was added

proof that the 1915 Harley-Davidson had even more 'staying qualities' than the models of previous years. Add to this such comfort features as Double Clutch Control, a simple efficient Three-Speed, and extra long Foot Boards, and you have a few of the reasons why this is—**Harley-Davidson Year.**

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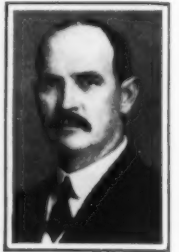
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By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.



CABINET OFFICERS WHO CRITICIZE AMERICAN BUSINESS MEN
Left to right: William J. Bryan, William G. McAdoo, William C. Redfield and David F. Houston, all of whom have recently sought to defend the present administration by placing the blame for hard times on the inefficiency of the American business man and farmer.

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Despite the fact that the industries involved prospered under the old tariff law and were able to pay good wages and employ a large number of men, the explanation given by Secretary Redfield as to why machinery is idle and men out of work in the textile industry is as follows:

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In his report, there are even more definite charges of incompetency and inefficiency. The Secretary of Commerce has made many campaign speeches and frequently he has charged that American business men are inefficient. His suggestions to the pottery industries, however, were even more remarkable. In spite of the fact that the average wages in the pottery industry are from 50 to 600 per cent. higher than in European countries, Mr. Redfield disposes of the complaints of the potters by saying bluntly:

"Many of the American potteries are poorly situated and the plants are badly arranged, owing to the haphazard character of their development. There are few American potteries that have thoroughly modern plants equipped throughout with up-to-date machinery. . . . There is a distinct need for more scientific methods of production, which can be brought about only by highly skilled instruction and more scientific research work."

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What justice is there in the attitude of the Cabinet officers who attack business? The four departments which could, if they would, adopt a constructive attitude towards American business are the State, Agriculture, Commerce, and Treasury De-

partments. The President says that complaints of the business world are based merely upon a "state of mind," but his four Cabinet officers virtually say that Americans are inefficient.

Naturally all the inefficient men would not go into the textile and pottery industries. The indictment is against American business men generally and the answer to it is found in the great growth of the United States under policies different from those now in operation. Such men as Charles Schwab, Frank A. Vanderlip, President Farrell of the United States Steel Corporation, and countless others like them, have done far more for foreign trade than any action originating from Washington.

There has been a great deal of talk about the foreign trade and those who are responsible for it usually overlook the fact that while our export trade is one-eighth of the world's total, the domestic trade, valued at thirty-four billion dollars annually, is seventeen times as great as our foreign trade. But even though the Administration took the position, when lowering the tariff, that we could well afford to open American markets in order to obtain better access to the markets of the world, little has been done to increase the foreign trade. Yet all that has been done is to send some "trade experts" to foreign countries to make reports to the Department of Commerce.

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When large and small manufacturers went to Secretary Redfield and said that they were hampered in obtaining the foreign trade because they were unable, under the terms of the Sherman and other anti-trust laws, to make pooling agreements, such as are encouraged by Germany, they were told that the matter would be taken under consideration. It was proposed that pooling agreements be made legal so far as the foreign trade is concerned, to make it possible to compete with the well-organized foreigners, but nothing has been done about it.

American business has reached a point of progress unexampled in the entire history of the world. The genius of such men as Thomas Edison has produced new industries which have been of profit to the entire world. American business men are known the world over as the shrewdest and most competent and they have been able to pay higher wages to their employees than the employers of any foreign country.

As shown in the failure of the Administration to grant the right to pool interests for foreign competition, business has had less help from the government in this country than in other countries. And yet, Secretary Redfield, with particular reference to the pottery industries and yet with an application to all business, says:

"There are means, and these have been pointed out, by which the cost of production may be materially reduced. And these costs must be reduced, not only that the American industry may compete with foreign products brought into this market, but in order that American products may compete in foreign markets."

Has not the time arrived for a constructive American policy? Instead of attacking the methods and the efficiency of American business men, would it not be better for the officials administering the country's affairs to adopt definite, constructive and friendly measures for aiding American business?

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In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

Shop Girls Vindicated

LACK of character, rather than economic pressure, is responsible for immorality among girls. A few years ago the underpaid shop girl was made the subject of some study and of much commiseration by those who felt the department stores were driving their help into lives of sin. The Committee of Fourteen, in its annual report on vice conditions in New York City, gives the denial to the popular belief that department stores tend to an evil life. The Committee made a thorough investigation of one of the largest stores in the city, enjoying the co-operation of the proprietors in their study of every phase of the shop girl's life in relation to her employment. The investigators found that the moral outlook of department store girls toward sex relations coincided with the point of view of the normal girl upon such subjects. They discovered loose talk, a condition that would doubtless be duplicated among any large number of girls of the same station in life wherever employed. This is due to defective upbringing and can only be remedied through the influence of home and church. If a girl gets the right sort of training in the home from earliest childhood, if her mother continues to be her confidential friend and adviser while the girl is in her teens, it will take more than low wages or a love of finery without money to provide it to drive such a girl into an immoral life.



MRS. EMMA B. FREEMAN Of Eureka, Cal., a well-known artist, who with brush and camera has made many notable pictures of the Indians of Northern California. Her work is highly regarded, both for its artistic quality and its historical value.

Cutting the Cost of Living

Jersey woman who is not only her own baker, but her own miller as well. It represents one of the mortar and pestle of our grandmother's day, but the method has been much modernized since then. Two bushels of wheat were bought for \$2.50 and a small hand mill for \$3.80, the expressage on the two bringing up the total expense to \$6.92. By grinding the wheat coarse, a perfect breakfast food, free from all adulteration, is obtained, while by adjusting the machine for finer grinding the whole wheat flour is produced. From the two bushels of wheat there have been made bread, breakfast cereal and cookies worth in all \$15, and there is still a quarter of a bushel of wheat left. Fifteen dollars worth of food out of an expenditure of less than seven dollars is a fine showing. The next purchase of wheat will produce even better results as the mill will not enter into the cost. There can be no doubt that this is more economical than living out of the bake shop, and that whole wheat bread is more nourishing than that made from finely bolted flour. The question is, will the family be as well satisfied with it, and will the average housekeeper be willing to go to this trouble?



A GIRL FARMER'S WORLD RECORD

Miss Emma D. Stokes, aged 14, of Henderson, Texas, who won the prize of \$300 offered by the Texas Industrial Congress, for the largest crop of peanuts grown on one acre. Miss Stokes raised on her acre 11,204 pounds of peanuts. She exceeded the former record, held by a man, by 32 bushels.

of Women's Clubs of Washington, the Arts and Crafts Committee depicts the possibilities of amateur photography. The experience of Mrs. Myra Albert Wiggins, of Toppenish, is presented as an inspiring example of what a woman in small village may accomplish with a hobby that she pushes intelligently.

Mrs. Wiggins was started on her career as an amateur photographer by one especially fine picture made during a summer's outing in the mountains. Taking up photography seriously, she soon had a series of medals and prizes to her credit; one prize being a first-class trip from New York to Paris and return, in 1900. At this time she entered the contest offered by LESLIE'S WEEKLY for the best picture of the Paris Exposition, and won first prize with a picture of the grand court and fountain. Another woman who has won international fame with the camera is Mrs. C. R. Miller, of Baltimore, for a number of years a regular contributor to LESLIE'S. Under no other compulsion than love for her work, Mrs. Miller has traveled in all parts of the world, and with characteristic American initiative and resourcefulness has secured pictures that have earned for her first place among woman photographers. A hobby of this sort, even when it does not take one to foreign countries, gives one many unique and interesting experiences, but success in this, as in everything else, calls for enthusiasm and hard work.

Woman's Wasted Love

WHILE little children are starving in Poland and Belgium, and the poorer classes in all nations are feeling the economic strain of the war, the money that is being lavished on pet dogs seems like a mockery of human need. The child that is born with the proverbial silver spoon in its mouth never received more attention than was bestowed on some of the dogs on exhibition at the dog show at Madison Square Garden in New York City. Four little Japanese spaniels have been provided with a miniature country frame house by their loving mistress. The house has plate glass doors and windows, regulation chimneys, stairs and bedrooms. Each dog has its own private room. They eat from gold inlaid chinaware and rest their little heads on hand-worked Japanese pillows. The whole house is lighted by tiny electric lamps. I believe in kindness to dogs and all other animals. But when a woman showers her attention and money on dogs while children cry for bread, she has reversed the order of nature established by the Creator.

Inquiries and Answers

H. M. W. Wheeling, W. Va.: Inexperienced nurses and doctors are not wanted in the European war zone. Dr. L. D. Crow, who spent two years in experimental work in France, says: "Untrained workers are more trouble than they are worth."

W. R. C. Havensville, Kans.: If you will write to the Woman's Suffrage Party, 48 East 34th Street, New York City, they will be glad to give you printed material to support their side of the question. The Anti-Suffrage Association, 35 West 39th Street, will be equally pleased to furnish you with material in opposition to woman's suffrage.

W. L. H., East Highlands, Cal.: You are mistaken in supposing that no mails are entering Germany at the present time. This office is receiving communications from people in Germany and there is no reason why your letters, if properly directed, should not reach their destination.



Repeated Blows

will bend and break the hardest iron.

Repeated doses of drugs will bend and break the strongest constitution. That is a fact for coffee drinkers to consider!

Coffee is not a food, but should be classed as a drug. Experiments upon animals have shown that 5 to 6 grains of caffeine (the amount of the drug in two ordinary cups of coffee) will kill a cat.

Caffeine is a cumulative drug, and its little blows repeated daily, are bound in time to cripple the efficiency of even the strong man or woman.

When one observes a tendency toward some disorder, it's time to stop coffee and use a pure food-drink such as

POSTUM

Made from selected wheat and a small portion of wholesome molasses, Postum contains no caffeine or any other harmful ingredient. Nothing but nourishing food elements, along with a snappy, delightful flavour.

Postum comes in two forms:

Regular Postum—requires boiling. 15c and 25c packages.

Instant Postum—the soluble form—made in the cup instantly with hot water, 30c and 50c tins.

"There's a Reason" for

POSTUM



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This Combination:
7 Sections, glass doors, top, and base, (Solid Oak)
ON APPROVAL \$7.75

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There has been a great deal of talk about the foreign trade and those who are responsible for it usually overlook the fact that while our export trade is one-eighth of the world's total, the domestic trade, valued at thirty-four billion dollars annually, is seventeen times as great as our foreign trade. But even though the Administration took the position, when lowering the tariff, that we could well afford to open American markets in order to obtain better access to the markets of the world, little has been done to increase the foreign trade. Yet all that has been done is to send some "trade experts" to foreign countries to make reports to the Department of Commerce.

The Administration forced American bankers to withdraw from the international loan to China. Secretary Bryan, in all matters relating to the State Department, has indicated that the government's active support cannot be counted upon in protecting American investments in foreign countries. The National City Bank has opened branch banks in South America and soon will open others in Cuba and Porto Rico. None of these will be self-sustaining for a long time, but the National City is taking chances with the patriotic desire of financing commerce between the United States and countries where the branch banks are.

When large and small manufacturers went to Secretary Redfield and said that they were hampered in obtaining the foreign trade because they were unable, under the terms of the Sherman and other anti-trust laws, to make pooling agreements, such as are encouraged by Germany, they were told that the matter would be taken under consideration. It was proposed that pooling agreements be made legal so far as the foreign trade is concerned, to make it possible to compete with the well-organized foreigners, but nothing has been done about it.

American business has reached a point of progress unexampled in the entire history of the world. The genius of such men as Thomas Edison has produced new industries which have been of profit to the entire world. American business men are known the world over as the shrewdest and most competent and they have been able to pay higher wages to their employees than the employers of any foreign country.

As shown in the failure of the Administration to grant the right to pool interests for foreign competition, business has had less help from the government in this country than in other countries. And yet, Secretary Redfield, with particular reference to the pottery industries and yet with an application to all business, says:

There are means, and these have been pointed out, by which the cost of production may be materially reduced. And these costs must be reduced, not only that the American industry may compete with foreign products brought into this market, but in order that American products may compete in foreign markets.

Has not the time arrived for a constructive American policy? Instead of attacking the methods and the efficiency of American business men, would it not be better for the officials administering the country's affairs to adopt definite, constructive and friendly measures for aiding American business?

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Hot or cold drinks when needed: traveling, fishing, picnicking, hunting, motoring, etc. Keeps baby's milk at right temperature all night without bother of preparation.

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The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience.

All middlemen, jobbers, dealers and agents profits cut out. No charge for salesmen's expense, for my office is in my factory. These are some of the reasons why I can sell the Evans Artist Model Pianos for such little money. Let me send you the other reasons. Write today.

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In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

Shop Girls Vindicated

LACK of character, rather than economic pressure, is responsible for immorality among girls. A few years ago the underpaid shop girl was made the subject of some study and of much commiseration by those who felt the department stores were driving their help into lives of sin. The Committee of Fourteen, in its annual report on vice conditions in New York City, gives the denial to the popular belief that department stores tend to an evil life. The Committee made a thorough investigation of one of the largest stores in the city, enjoying the co-operation of the proprietors in their study of every phase of the shop girl's life in relation to her employment. The investigators found that the moral outlook of department store girls toward sex relations coincided with the point of view of the normal girl upon such subjects. They did discover loose talk, a condition that would doubtless be duplicated among any large number of girls of the same station in life wherever employed. This is due to defective upbringing and can only be remedied through the influence of home and church. If a girl gets the right sort of training in the home from earliest childhood, if her mother continues to be her confidential friend and adviser while the girl is in her teens, it will take more than low wages or a love of finery without money to provide it to drive such a girl into an immoral life.



MRS. EMMA B. FREEMAN Of Eureka, Cal., a well-known artist, who with brush and camera has made many notable pictures of the Indians of Northern California. Her work is highly regarded, both for its artistic quality and its historical value.

Cutting the Cost of Living

IN these days when 90 per cent. of families rely upon the baker for their daily bread, it is refreshing to read of a New Jersey woman who is not only her own baker, but her own miller as well. It reminds one of the mortar and pestle of our grandmother's day, but the method has been much modernized since then. Two bushels of wheat were bought for \$2.50 and a small hand mill for \$3.80, the expressage on the two bringing up the total expense to \$6.92. By grinding the wheat coarse, a perfect breakfast food, free from all adulteration, is obtained, while by adjusting the machine for finer grinding the whole wheat flour is produced. From the two bushels of wheat there have been made bread, breakfast cereal and cookies worth in all \$15, and there is still a quarter of a bushel of wheat left. Fifteen dollars worth of food out of an expenditure of less than seven dollars is a fine showing. The next purchase of wheat will produce even better results as the mill will not enter into the cost. There can be no doubt that this is more economical than living out of the baker's shop, and that whole wheat bread is more nourishing than that made from finely bolted flour. The question is, will the family be as well satisfied with it, and will the average housekeeper be willing to go to this trouble?



A GIRL FARMER'S WORLD RECORD
Miss Emma D. Stokes, aged 14, of Henderson, Texas, who won the prize of \$300 offered by the Texas Industrial Congress, for the largest crop of peanuts grown on one acre. Miss Stokes raised on her acre 11,294 pounds of peanuts. She exceeded the former record, held by a man, by 32 bushels.

of Women's Clubs of Washington, the Arts and Crafts Committee depicts the possibilities of amateur photography. The experience of Mrs. Myra Albert Wiggins, of Toppenish, is presented as an inspiring example of what a woman in small village may accomplish with a hobby that she pushes intelligently.

Mrs. Wiggins was started on her career as an amateur photographer by one especially fine picture made during a summer's outing in the mountains. Taking up photography seriously, she soon had a series of medals and prizes to her credit; one prize being a first-class trip from New York to Paris and return, in 1900. At this time she entered the contest offered by LESLIE'S WEEKLY for the best picture of the Paris Exposition, and won first prize with a picture of the grand court and fountain. Another woman who has won international fame with the camera is Mrs. C. R. Miller, of Baltimore, for a number of years a regular contributor to LESLIE'S. Under no other compulsion than love for her work, Mrs. Miller has traveled in all parts of the world, and with characteristic American initiative and resourcefulness has secured pictures that have earned for her first place among woman photographers. A hobby of this sort, even when it does not take one to foreign countries, gives one many unique and interesting experiences, but success in this, as in everything else, calls for enthusiasm and hard work.

Woman's Wasted Love

WHILE little children are starving in Poland and Belgium, and the poorer classes in all nations are feeling the economic strain of the war, the money that is being lavished on pet dogs seems like a mockery of human need. The child that is born with the proverbial silver spoon in its mouth never received more attention than was bestowed on some of the dogs on exhibition at the dog show at Madison Square Garden in New York City. Four little Japanese spaniels have been provided with a miniature country frame house by their loving mistress. The house has plate glass doors and windows, regulation chimneys, stairs and bedrooms. Each dog has its own private room. They eat from gold inlaid chinaware and rest their little heads on hand-worked Japanese pillows. The whole house is lighted by tiny electric lamps. I believe in kindness to dogs and all other animals. But when a woman showers her attention and money on dogs while children cry for bread, she has reversed the order of nature established by the Creator.

Inquiries and Answers

H. M. W., Wheeling, W. Va.: Inexperienced nurses and doctors are not wanted in the European war zone. Dr. L. D. Crow, who spent two years in experimental work in France, says: "Untrained workers are more trouble than they are worth."

W. R. C., Havensville, Kans.: If you will write to the Woman's Suffrage Party, 48 East 34th Street, New York City, they will be glad to give you printed material to support their side of the question. The Anti-Suffrage Association, 35 West 39th Street, will be equally pleased to furnish you with material in opposition to woman's suffrage.

W. L. H., East Highlands, Cal.: You are mistaken in supposing that no mails are entering Germany at the present time. This office is receiving communications from people in Germany and there is no reason why your letters, if properly directed, should not reach their destination.



Repeated Blows

will bend and break the hardest iron.

Repeated doses of drugs will bend and break the strongest constitution. That is a fact for coffee drinkers to consider!

Coffee is not a food, but should be classed as a drug. Experiments upon animals have shown that 5 to 6 grains of caffeine (the amount of the drug in two ordinary cups of coffee) will kill a cat.

Caffeine is a cumulative drug, and its little blows repeated daily, are bound in time to cripple the efficiency of even the strong man or woman.

When one observes a tendency toward some disorder, it's time to stop coffee and use a pure food-drink such as

POSTUM

Made from selected wheat and a small portion of wholesome molasses, Postum contains no caffeine or any other harmful ingredient. Nothing but nourishing food elements, along with a snappy, delightful flavour.

Postum comes in two forms:

Regular Postum—requires boiling. 15c and 25c packages.

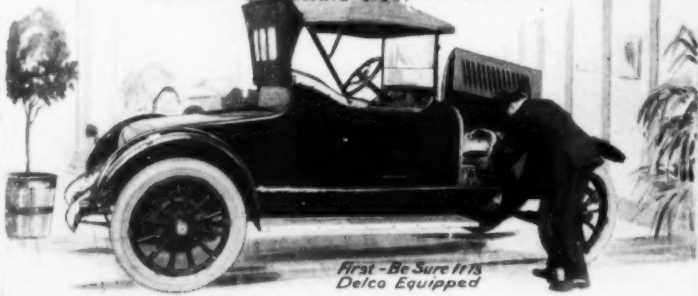
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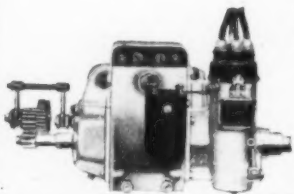
Electricity is the nerve system of the modern motor car. Engine Efficiency depends upon ignition. Safety and Comfort and Convenience in driving depend largely upon the cranking and lighting equipment—That is why we say to you first and foremost—make sure that the car you buy is Delco-equipped.

For four years the Delco System has led the way in the development of electrical equipment for gasoline cars.

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It has ample capital and a firm determination to maintain the leadership that has already caused the general acceptance of the Delco System as the world's standard.



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Little Miss Taylor had Potts Disease, a progressive, destructive disease of the spinal column, usually tubercular, and often accompanied by paralysis. It had existed three years when her mother, Mrs. W. S. Taylor, R. F. D. No. 2, Clinton, Ind., brought the child to this Sanitarium. Because of the disease and deformity of the spine, the child's head was forced forward, her chin in contact with her chest.

The result of her treatment here is shown in the photograph. In the treatment of this case, plaster Paris was not used. Write to Mrs. Taylor for complete details.

For thirty years this private institution has been devoted exclusively to the treatment of Club Feet, Spinal Diseases and Curvature, Infantile Paralysis, Hip Disease, Bow Legs, Knock Knees, Wry Neck, etc., especially as found in children and young adults.

Write for information and our book, "Deformities and Paralysis"—also book of references. Free on request.

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D. RESTA, TWICE A WINNER

By winning both the Grand Prize and the Vanderbilt Race in the same foreign car, Resta has suddenly brought himself to the attention of American motorists. These two races were run within five days of each other and aggregated a distance of over 700 miles. The first race was exceedingly dangerous, owing to the muddy and slippery condition of the track. Resta is an Englishman, although he comes of Italian parents.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

MOTORISTS WHO ARE NUISANCES

THE average motorist is usually thoughtful of the rights of other road users, and in cities, even subverts his privileges to the vagaries and peculiarities of the pedestrian, who, in many instances, is as capricious as to intention and direction as the proverbial "hen crossing the road." But it must be admitted that many a driver is not as considerate of the rights and comfort of the residents of the streets through which he passes as should be the case if the motor car is to continue its astounding growth in popularity and is to become the universal conveyance—else why the necessity for the "anti-cutout" and "unnecessary-horn-sounding" ordinances that are being adopted in many cities?

There is no feature of motor car driving more absurd, unnecessary, or nerve racking to those within earshot than the operation of a motor with its cutout open. There is absolutely and unqualifiedly no excuse for such a practice on city streets. To be sure, if the motor is pushed to its limit, such as when climbing an exceedingly steep hill or ploughing through deep mud, the opening of the cutout valve that allows the exhaust gases to pass directly into the outside air without being forced through the muffler, may furnish some eight or ten per cent. increase in power; but a well-designed muffler will create practically no back pressure on the motor and will allow the car to be operated at its maximum power in nearly complete silence.

Therefore, the motor car driver who wantonly opens his muffler cutout when driving on the smooth surfaces and comparatively easy grades of city streets is either loudly proclaiming his ignorance of motor car operation or is deliberately advertising to all within earshot, in much the same manner as though to say, "Behold me in my automobile,—am I not a second Barney Oldfield?"

Even the smallest type of motor car needs no cutout when used on city streets, and it is doubtful if, under any conditions, the added power obtained by the use of a muffler cutout is more than imaginary, caused by

the fact that the engine so vociferously asserts its power. In fact, the only legitimate excuse for the use of a muffler cutout is in the privacy of one's own garage, when, from the sharp report of the explosions, may be observed the regularity with which all cylinders of the motor are firing. But this testing should be done in the garage and the driver who feels that he must continually listen to the sound of the exhaust from his motor when he is traveling through the city streets, only pays tribute publicly to his own carelessness and doubt in his mind as to the condition of his machine.

The use of the cutout is a habit which unfortunately seems to be growing upon many motorists, and such fail to discriminate between broad daylight and midnight, but "open the muffler" whenever there is a smooth, straight stretch of road to be covered.

A few years ago the release of the sharp sound of the motor served as a somewhat efficient warning signal, and the cutout has therefore been retained by many manufacturers for this purpose. Because of its abuse, however, it has lost its effectiveness, and with the marked increase in the range and efficiency of the present day electrical and mechanical warning signals, we may even assume that the motorist who uses his cutout for this purpose is advertising the fact that he has not taken the precaution to equip his car with an adequate horn or other signaling device. If the offences in this direction continue to increase, it is quite evident that municipal, county and state legislators will take drastic measures to stamp out this evil, and may even go so far as to prohibit the attachment of an easily operated device that will enable the muffler to be cut out of the exhaust pipe line. If such drastic legislation is passed, however, the motorists will have only themselves to thank, for the offences of the few must be borne by the many. It would seem that automobile clubs and associations could take it upon themselves to censure severely such of their members as are notorious offenders in this direction.

Questions of General Interest

Effect of Under-Inflation

P. L. J.: "I understand that running a car with a deflated tire causes the rim to cut the shoe. I do not, however, understand exactly the destructive action of operating a car with one or more tires insufficiently inflated."

This action may best be explained by a quotation from the house organ of one of the leading tire manufacturers. This describes the action as follows: "If you take a deck of playing cards, say, or a pad of paper or anything made up of plies and bend it, you will see how one ply works over the other." It is apparent that this action will take place continuously in an under-inflated tire at the point where the tread is flattened and where the sharpest bending occurs. If the tire is so inflated that it maintains its shape throughout its entire circumference, the flattening and bending

will naturally be eliminated. This subject is well illustrated and treated in the booklet referred to in a previous issue of the Motorists' Column and which will be sent without expense to any correspondent so requesting it.

"Creepers" for Garage Floor

H. S. P.: "I have a concrete floor in my garage and am therefore unable to construct a pit from which I may reach the under side of the car. What inexpensive device will take the place of a pit?"

"Creepers" resting but a few inches from the floor and mounted on swivel castors serve this purpose well. These are padded with a head rest and with low shelves at either side to accommodate the tools that may be needed. The swivel nature of the castors enables the man under the car to move around easily to the desired position.

(Continued on page 289)

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All illustrations hand drawn by artist and photographed from large original, 5 feet by 10, which took 6 months to produce.

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A souvenir of absorbing interest and value. Size of photograph 8 x 14 inches.

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Gives two forward, a neutral and two reverse speeds, by simply pressing a button. Magneto enclosed in fly-wheel. Dual ignition. Silencer on exhaust. Water-tight gear housing and six other exclusive features. Send for catalog No. 10. We also build marine motors from 2 to 30 h. p. If interested, ask for catalog No. 24.

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Garage \$69.50

10 x 12 feet "Steelcote" Edwards ready-to-use garage, \$69.50 complete. Factory price. Fireproof. Portable. Quickly set up. All styles and sizes of garages and portable buildings. Send postal for illustrated catalog.

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Made of best materials by skilled mechanics in one of the largest engine factories in the country. Runs 6 to 9 miles an hour. Adjustable for speed. Reversible. Weighs about 60 lbs. Stows with propeller. Also has roller model. Magneto ignition at small cost. Send for beautiful catalog "H."

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Motorists' Column

(Continued from page 288)

Efficiency of the Motor Bus

H. P. W.: "I understand before the European war started, that London led in the number of public busses in use and the number of passengers carried. Can you give me some figures on this subject?"

It is stated that during the year 1913 London omnibusses carried nearly 734,000,000 passengers, or sixty per cent. more than were hauled by the local steam railroads and within ten per cent. of the number carried on the surface cars. It is interesting to note that, although the number of passengers carried on the busses has practically doubled since 1910, the substitution of motor busses for those of the horse-drawn type has enabled this increased business to be handled—including a considerable extension of the radius of action—by practically the same number of vehicles. In 1913 there were 3,502 motor busses in operation in London.

Changing Motorcycle Tires

K. B. M.: "It would seem that the rear tire of a motorcycle is subjected to greater wear than the front. If this is the case, would it not be advisable to interchange the front and rear tires occasionally? How often should this be done?"

It is said by an authority on the subject that the strain at the rear tire compared to that at the front is nearly three to one. He recommends that the rear tire be placed on the front wheel as soon as the beads, nubs, or other non-skid projections are worn smooth. In the meantime the front wheel will have shown comparatively little wear, and the total mileage obtained from the pair of tires will therefore be considerably increased.

"Straightening Out" a Skid

M. G. O.: "If my car starts to skid constantly on slippery pavement, and the rear wheels swing around practically at right angles to the direction in which I am going, what is the best procedure to follow in order to stop this skidding and send the car in the proper direction as soon as possible?"

Seemingly heroic measures may need to be taken, but they are necessary under these conditions. The brakes should be released, the transmission shifted to second instantly, the motor speeded up, and the clutch engaged again—all in the fraction of a second. By shifting to second speed there will be no danger of stalling the motor, and when the motor is speeded up and the clutch engaged, the rear wheels will revolve rapidly and will soon obtain a firm "foothold" on the wet pavement, which, in this particular spot, will have been rubbed dry by the rubbing action of the tires.

Reversible Row Boat Motors

C. N. R.: "Are any of the detachable row boat motors that I have seen made so that the boat to which they are attached may be reversed?"

Probably all of these motors may be reversed under the proper conditions. They are all of the two-cycle type and can be run with equal facility in whichever direction they are started. Through expert handling such a motor may be stopped and reversed by the proper manipulation of the spark, but this system is not as certain as is one of the more positive type. Another very efficient reversing system is one in which the entire propeller may be made to swing through a half circle and be "pointed" in the opposite direction. This is brought about by a simple release that allows the reaction of the propeller against the water to swing it to its opposite position automatically, where it is locked in place. This naturally changes the direction of rotation and the push of the propeller against the water exerts a backward thrust on the boat equal in force to that which was previously driving it forward.

Braking Without Skidding

B. L. T.: "How can I best apply the brake of my car when moving in a straight line forward so as to overcome the liability of skidding?"

The most certain method of stopping the car without skidding is to apply both the service brake and the emergency brake with equal pressure. This gives the same braking effect to each wheel and overcomes the liability of an uneven application of the brake to either wheel if but one set is used.

Slipping Clutch on Rough Roads

J. D. S.: "A friend of mine who has driven a car for many years tells me that under ordinary conditions he never keeps his foot directly in front of the clutch pedal but rests it at the side. He says there is less slipping of the clutch under these conditions. Why is this?"

If a man holds his foot against the clutch pedal he will unconsciously exert pressure against this whenever the car passes over a slight depression or inequality in the road. This pressure, though slight, will serve to reduce the force of the spring against the clutch and will allow it to slip somewhat. In a day's running over rough roads this slipping may result in a considerable amount of loss. However, the motor car driver should always be ready to release the clutch immediately and should not hold his foot in any position where he will encounter difficulty in doing so.

When a Man Studies the 5 Superiorities He Buys an Oakland

THERE are a lot of good cars. But buying rules are still the same. The car that gives you the tangible values is *your* car—and that's the

Oakland

- 1—Great Strength with Light Weight. Materials selected and all units designed for maximum safety and endurance with least bulk—Economy without Sacrifices.
- 2—High Speed Motor with Great Power. Extra speed on straightaway—extra power on hills.
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A short railway in the wilderness of Canada, north of the 55th parallel of latitude, and 400 miles from a trunk or feeder road. It is the Grand Island road, only a quarter of a mile long. It was built 60 years ago by the Hudson Bay Company across Grand Island in the center of the Athabasca River. Over this river travels practically all the commerce of the country, but on either side of the island is a dangerous rapid. The road provides easy portage for cargoes of boats from calm water to calm water. The road has only two flat cars, propelled by hand, and the traveler handles his own freight. For this privilege he pays \$2.50 a ton. The road cost less than \$1,000 and in 60 years has made a profit of over \$1,000,000.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JARROLD Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

WE hear a great deal of criticism of some railroads whose shares were formerly regarded as gilt-edged but that have recently been compelled to suspend dividends, especially such roads as the New Haven and Rock Island. We overlook one vitally important fact that deserves to be considered, that is, if our railroads were receiving the same freight and passenger rates as before and if they were paying the same scale of wages and the same rate of taxes as in the days of their prosperity, they would still be paying handsome dividends and be as gilt-edged as ever.

In his recent annual report President Mudge of the Rock Island showed that since 1902 the mileage of the system has been practically doubled, and during that time passenger and freight rates have been constantly reduced, while taxes and wages have been extravagantly increased. Mr. Mudge shows that if the income and expenditures now could be based on those of 1902, the company would have earned this year a sufficient surplus to maintain its dividends on a most liberal basis and to put millions back into the property.

No doubt the same statement could, with justice, be made regarding the New Haven. J. P. Morgan and his associates planned great things in the light of their experiences, just as Messrs. Reed and Moore put their faith in the future of Rock Island, on a greater and wider basis, with no suspicion that the railroads of the country were about to pass through a new and sad experience at the hands of the busters and smashers, who were sweeping into power on a wave of demagogism. It will be a happy day for the prosperity of this country when this wave has subsided. The last election indicates that the recession has begun.

February is usually a month when lower prices prevail. I don't know whether this is climatic or inspired. The last month of the calendar winter is somewhat depressing. As the warmer sun of early spring is felt, a more hopeful feeling usually pervades business circles and Wall Street alike. A spring rise is, therefore, not unexpected.

While the specter of foreign complications hovers over us, the future of the market must be in doubt. But we have had prolonged liquidation, uncertainty and misgivings. Stocks have gone into strong hands meanwhile and, except for foreign selling, the floating supply would be abnormally small and justify higher prices. Under such conditions the market moves upward easily. On reactions, I still believe it will favor the purchaser.

Subscriber, Corey, Pa.: New York Central stock, since the combination with Lake Shore, is well regarded in many quarters.

H., Cleveland, O.: U. S. Rubber Com. is a fair purchase at present price. If business conditions improve, the dividend rate should be maintained.

M., Buffalo, N. Y.: Swift & Co.'s first mortgage sinking fund 5% gold bonds and the Manitoba five year 5% gold debentures are good business investments.

L., Valdosta, Ga.: Virginia-Car. Chem. Common formerly yielded 5% dividends, but has paid nothing since February, 1913. It is only a speculation at present.

F., Merrill, Wis.: I know nothing about the New World Life Insurance Co., of Spokane, Wash., but there is much risk in buying stock in a new and untried insurance company.

F., Vandergrift, Pa.: Missouri Pacific is now in strong hands. Its present controllers will doubtless do their utmost to rehabilitate the system. It is thought by many that there will be an assessment on the stock.

P., Durand, Ill.: I would not advise purchase of the stock of the oil company you name. It appears to be a new concern. It would be better to invest in the securities of established dividend-paying oil companies.

H., Newport, Ky.: If the officers of the new company which you mention had any connection with the U. S. Cashier Co. whose promoters were recently indicted on the charge of swindling, you had better let the stock alone.

Springfield, O.: Cities' Service has large properties in many cities and has been paying substantial dividends on both preferred and common stock. The preferred is selling at a comparatively low price, but is a fair investment.

L., Wilkesbarre, Pa.: The Braden Copper Co. has a large and valuable property in Chile which is being properly operated. There are strong men in the management. The par value of the stock is \$5, while it is now selling at nearly \$7.

J. P. N., Springfield, Ill.: American Locomotive will profit when the railroads are able to buy the equipment they admittedly need. In that case the preferred stock would be worth holding. Of course good sound bonds would be safer.

R., Plaquemine, La.: Texas Oil, Eureka Pipe Line and Standard Oil securities generally are regarded as among the best industrial investments. Southern Railway Pfd. is at present a speculation, but the mining stock in your list is much more so.

W., New York City: International Pump Pfd., which your relative bought on margin at 82½, is now selling at around 6. The company is in the hands of receivers and the outlook for the stock is not promising. An assessment on the stock is expected.

C., Punxsutawney, Pa.: It is manifestly impossible for one to keep track of all new industrial enterprises. The industrial company in New York to which you refer does not appear to have had its stock placed for sale on the exchanges. Apparently it has been organized but recently. I advise you to be cautious about investing in its stock.

O., Dundee, N. Y.: Among bonds classed as safe are St. Paul 4½'s; New York Central 4½'s; N. Y. Telephone 4½'s; Armour & Co. 4½'s, selling around 92 and yielding 5%; Atchinson General 4's, selling at about 92; Lake Shore 4's, selling at 92 and yielding 4¾%; New York City 4½'s, selling at about 99¾ and 4½'s, selling at 101. Many municipal bonds may safely be invested in.

C., Lewiston, Idaho: The Western Pacific Railroad is now in the hands of receivers. The road never earned fixed

(Continued on page 291)

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Write today for our special booklet telling how to test investments. If you have \$100, \$1,000, or more for March investment, ask for circulars describing absolutely safe 6% first mortgage bonds. We will also send you the Straus Investors Magazine free. Ask for

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111 Broadway New York

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Ruber O. Sarnald
Advertising Manager.

Jasper's Hints to Money-Makers

(Continued from page 290)

charges. Interest on the first 5's was guaranteed by the Denver & Rio Grande, but the latter, it is said, cannot now meet this obligation. A proposition has been made that the \$50,000,000 of first 5's be scaled down to \$25,000,000, but nothing has as yet been decided.

K., Belle Rose, La.: American Cities' and New Orleans Railway Co.'s bonds are fair investments at present prices.

L., New Haven, Conn.: Trust funds should be invested in safe bonds. See reply above to O., Dundee, N. Y. You should be able to make a diversified selection from the bonds named.

S., Jordan, Mich.: Some reliable companies issue timber bonds. The one whose circular you enclose weakens its case by its large offering of a stock bonus. Better investigate thoroughly before investing.

C., Coalinga, Calif.: The U. S. Rubber Company is doing a large and profitable business. If that continues, all its securities will be attractive. Your capital being small, it would of course be safer for you to buy good bonds.

H., Philadelphia: 1. The Lehigh Valley Transit Co. is not a large concern and its dividend payments on preferred have been low. Until it is able to pay dividends on common, the stock will not be attractive. 2. The Mexican Plantation Co., at last reports, was in the hands of a stockholders' committee which was trying to raise funds to continue operations.

P., Wilmington, Del.: 1. Pennsylvania Railroad stock is one of the best of the standard securities. If bought on a margin it will at present carry itself. 2. Neither of the Southern Railway stocks is at this time attractive. The common pays no dividend and the dividend on the preferred has just been passed. 3. See answer to G., Elmira, N. Y., in regard to low-priced stocks.

G., Elmira, N. Y.: It is impossible to foretell what a year or two will do for Southern Railroad Common, Seaboard Airline Common, and Western Maryland Common. Just now their prospects are not bright. Among the dividend-paying stocks selling at low prices which might be bought for a long pull are International Paper Preferred, Corn Products Preferred, and National Lead. New Haven, now paying no dividend, is a favorite with some speculators.

A. O. A., East Dubuque, Ill.: 1. If the next dividend on Steel Common is passed, logically the stock should go lower. But since the last dividend was passed, the stock has risen several points above minimum. The future course of prices will depend largely on the prosperity of the steel business. 2. American Beet Sugar Common has been selling recently at about 40. If the sugar business continues good, the price of this security should be maintained.

H., Baltimore, Md.: New Haven R. R. Common, Kansas City Southern R. R. Common, Missouri, Kansas & Texas R. R. Common are all speculative, though New Haven has a fair prospect of paying dividends again in time. As to Steel Common see answer to A. O. A., East Dubuque. Central Leather Common lately paid a dividend, but is regarded as speculative. Brooklyn Rapid Transit is a good business investment. Whether B. & O. Common's earnings will justify payment of a 4 or 5 per cent. dividend

can be told only after months of operation under present conditions.

R., Bushnell, Ill.: 1. Minimum prices on certain stocks are still in force on the New York Stock Exchange. There are no other restrictions on trading and no doubt these will be removed when there is no danger of heavy liquidation of foreign-held stocks. There is no likelihood of the New York Exchange's being closed again unless this country itself should be plunged into war. 2. American Sugar and People's Gas are good industrial investments. The dividend on U. S. Steel Pfd. is not being earned, but it may be if business picks up. American Rubber is a fair business man's investment. 3. The better class of dividend-paying stocks bought at present prices ought, in course of time, to show a good profit to the purchaser.

New York, March 18, 1915.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

First mortgages based on real estate and bearing 7 per cent. interest are described in a booklet and list of loans from \$300 upwards which will be sent free by Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla.

"Booklet L. W." which will be sent to anybody for the asking by Rensselaer, Lyon & Co., members of the New York Stock and other exchanges, 33 New Street, New York, tells the story of Sugar and the outlook for the securities bearing that name.

Bonds accepted by the government as security for postal savings bank deposits, and paying 4 to 6 per cent., free from income tax, are described in free "Booklet E."—Bonds of Our Country, which will be sent on request by the New First National Bank, Dept. 5, Columbus, O.

Persons looking for bonds offering a safe investment, with good dividend yields, should consult "Booklet L. 24," "The Most Satisfactory Bonds," which will be sent gratis to any applicant by N. W. Halsey & Co., bankers, 40 Wall Street, New York. This book contains valuable information.

How to take advantage of depressed financial conditions in the purchase of first-class bonds and stocks on the partial payment plan is set forth in the "Weekly March Review," and "Investors' Guide" of 270 pages, both of which will be sent free on request by L. R. Latrobe & Co., 111 Broadway, New York.

An instructive booklet showing how savings can be invested in the best securities by the partial payment method will be sent without charge by Harris, Winthrop & Co., members New York Stock Exchange, 15 Wall Street, New York, and The Rookery, Chicago. Write to them for their "Booklet L."

Those having \$100 and upward to invest, and looking for safe securities bearing 5 per cent. interest, should write to S. W. Straus & Co., mortgage and bond bankers, 1 Wall Street, New York, and Straus Bldg., Chicago, for the Straus Investors Magazine, and "March Booklet No. 601-D," which will be sent free on application.

Information regarding the partial payment plan of dealing in stocks and bonds will be furnished to whoever may apply by John Muir & Co., specialists in odd lots, and members New York Stock Exchange, 74 Broadway, New York. Write to this firm for its "List 41," which will be sent free on request.

A list of standard stocks now below their normal level because of the war, and which can be bought on the partial payment plan, may be had of Sheldon, Morgan & Co., members New York Stock Exchange, 42 Broadway, New York. Write to this firm for a list of these stocks and also free booklet, "A. 9" on "Partial Payments."

An American Woman in War-Torn Poland

By MRS. C. R. MILLER

ABOUT two years ago Miss Louise Warfield, the daughter of former Governor Edwin Warfield of Maryland, was married to Count Wladimir Ledochowski, a member of one of the oldest families of the Polish nobility. A month later the young couple took up their residence on one of the Ledochowski estates in Russian Poland, where they were living when the war began. Shortly before the opening of hostilities a daughter, Therese, was born to the couple, and the letters of the countess to her family were filled with enthusiastic praise of her ideal life in the land of her adoption.

The estate on which she lives is at Ostropol, in the Province of Volhynia, 300 miles south-east of Warsaw, and only seventy-five miles from the eastern frontier of Austria. The count's father, mother and three sisters live on a large estate "Frydrykow" at Wolotschiska, several miles distant. What has happened to this American girl is best told in her letters written to her family in Baltimore. The following are extracts from several:

Five hundred peasants were taken for the army

yesterday from Ostropol, and eighteen of our farm hands. Of course, everyone is hopelessly demoralized—no work to be done for love or money. At Frydrykow (the older count's home) the family have been turned out of the house which has been taken as a Red Cross hospital. More than a hundred horses have been taken from the estate.

In a letter written several weeks later the Countess says:

Everyone is fleeing in this direction as the village has been bombarded. We don't know if they are alive or dead at Frydrykow. We don't know whether the Russians or Austrians gained the encounter, and we are waiting any moment word to leave Ostropol. Wladimir is preparing a large cellar where we can hide from stray bombs, and so we will have to stay here. The silver and a few valuables are already buried. Everything is packed. The one policeman has been here several times and warned us of the threatened uprising of the peasants, so you can imagine my nights are sleepless ones and we go to bed with five loaded rifles on the floor by the bed.

A week later came news of her flight from home:

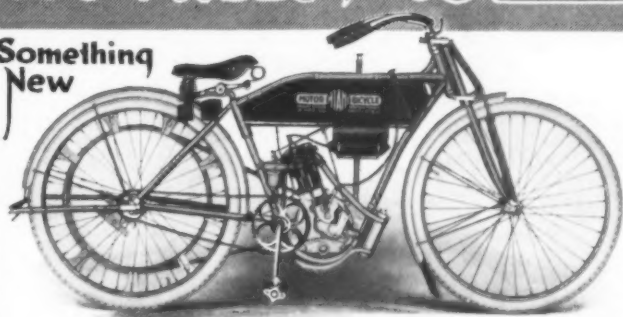
(Continued on page 293)



COUNTESS LEDOCHOWSKI
Formerly Miss Warfield, of Baltimore, who is now in the midst of the awful desolation caused by the war in Poland.

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Price Only \$125
Weight Only 110 lbs.

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H. W. Slanson, M.E., Editor, Motor Dept.
LESLIE'S WEEKLY, New York City.

L. 3-25


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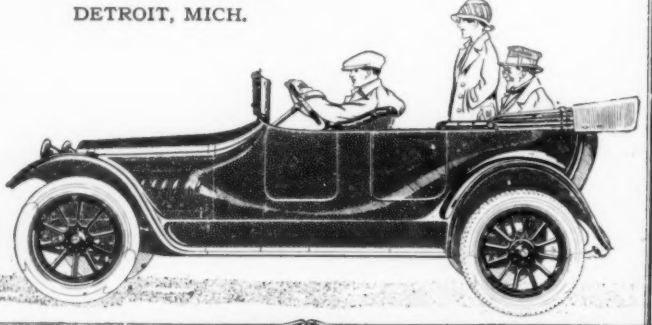
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The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

I ALWAYS have maintained that when the baseball tomer takes his pen in hand to write something for publication he proves that as an author he is a good player. Admitting that a few diamond performers have the ability to scribble a fairly readable story without the constant prompting of a professional ink slinger and the assistance of a good dictionary, the fact remains that most of those who succeed in bursting into print demonstrate that they are woefully shy on judgment—journalistic and other kinds.

The usual break made by the bat-wielding author when he eases himself of something for publication is to "pan" unmercifully some of his fellow players, thereby making personal enemies and disgusting the fans with his display of egoism.

A recent example of a ball player misusing his pen was Dick Rudolph, a twirler who has his work cut out to prove that he can repeat the flash of pitching which he showed last season. It was good heaving, but not so good as to warrant him in classing Baker as a poor hitter and one who could not hit him with a shovel. No matter what young Rudolph may think of his own prowess, the fans know full well Baker's ability. It might also be mentioned that \$50,000 is the figure demanded by Manager Mack for the transfer of the slug-ging third sacker's contract to some club other than the Athletics. Just watch the two men and see which stands the major league gaff the longer. Dollars to doughnuts on Baker, and would it be cruel to remind Rudolph that the official record gives his batting average as .125? Out of 120 times at bat he hit safely fifteen times.

Another player who put his foot in it was "Rabbit" Maranville, who, at a recent banquet, was quoted as saying that the success of the Braves in 1915 was due to signal stealing. This break has made him about as popular with Manager Stallings and his teammates as a case of limburger at a strawberry festival. On one occasion Eddie Collins was accused of saying something along similar lines concerning the Athletics, and there long has been a rumor in circulation that his fellow players never forgave him and that their displeasure was one of the straws which ultimately caused his sale to another outfit.

Unless ball players can write or say something that will not knock the business which pays them their living they should be muzzled. Even a bird won't befool its own nest.

A Spring Song

We care naught for war in Europe,
Nor the news in Mexico,
"Hard times" talk to us sounds silly,
Even dancing now seems slow;
But the training camps' late gossip
Is the thing which hits us right—
Johnson's twirling in his old form,
Cleveland's ready for the fight.
We don't care a hang 'cause Turkey
Has been most wiped off the map,
And for those queer scraps in Cuba
We don't give a single rap;
But we're glad to know that Jackson
Is just clouting 'em a mile,
And that Matty's good as ever,
That Ty Cobb still steals in style.
All this talk about corruption
And Bill Bryan's newest wheeze,
May be fine for politicians,
But the fans they fail to please:
What we want to know is whether
Old Hans Wagner still is fit,
If Joe Wood can get 'em over,
And Ed Collins still can hit.

Notes on the Big Show

The fans who waited for the decision in the baseball "trust" case probably have learned patience so thoroughly that at no time in the future will they complain about long-drawn-out ball games.

The fact that the rooters of St. Louis believe that the Cardinals will be this year's National League pennant winners is conclusive evidence that the Missouri brand of optimism surpasses all others.

No doubt that when "Three-fingered" Brown returns to Chicago to join the Fed outfit there Charlie Murphy will head the reception committee which will welcome him at the station.

After a careful study of the dope from

the training camps yours truly no longer doubts that all of the veteran stars are in the finest condition of their careers and that sixteen clubs will win the pennants in the two major leagues.

Who mislaid the sign reading, "The Feds will not last out the season"?

Several baseball stars have been describing their best and worst plays in print, but calling for a showdown on a pair of deuces was about the worst play yours truly ever saw pulled by a player.

And now it appears that we rescued the Cubans from their Spanish tormentors only to inflict upon them the more fearful cruelty of the American prize fight, 1915 style.

Marty O'Toole, pitcher, for whose purchase from a bush league outfit such a chunk of real money was paid that the baseball world gasped in wonderment, is back in the tall grass after a rather brief appearance with the big show. Yep, many are called, etc. Likewise, experience comes high.

Since Honus Wagner has affixed his signature for the sixteenth time to a Pittsburgh contract, at the customary figure of \$10,000 for the season, it might be said without question that everything is ready for the opening of the 1915 fireworks.

March

Oh watch the rookies working out,
They're full of snap and pep,
And daily pull some brand-new stunts
To which we were not hep.
They clout the pill like Jackson does,
And steal the sacks like Cobb;
They "kid" the vets and laugh because
They're sure of their job.

April

But now the real workdays are here,
The tryout time is past;
And all the vets are hitting up
A pace that's lightning fast.
And where, oh where, are those recruits
Whose home runs rocked the fence?
A few hold down the players' bench—
The others have gone hence.

Would Go the Limit

She—"And would you leave your happy home for me?"

He—"Would I! Why, I'd even leave a ball game in the last half of the ninth inning with the score a tie, two out, a man on third and the best batter on the home team at bat."

Bits from the Training Camp

Frank Baker would have made a greater hit with the New York fans if he had announced his retirement just previous to the 1911 world's championship series.

In the past the Yankees were about the funniest thing in baseball, but now that they have decided to quit clowning and play the game, Manager Donovan has engaged that eminent comedian, "Germany" Schaefer, to furnish the vaudeville end of the entertainment.

Some of those who to-day are speaking slightly of Walter Johnson's prowess evidently have forgotten that he holds the shutout record for consecutive innings, having pitched 56 frames of that flossy character from April 10 to May 15, 1913. And that wasn't so long ago, now was it?

A bill to legalize professional baseball on Sunday has been introduced in the New

York State legis-

lature. The

framer of the bill

states that

eighty per cent

of his constitu-

ents are work-

ingmen who, at

present, never

have an oppor-

tunity to see a

professional

game, and he

wishes to give

them the same

chance to enjoy

the national

pastime as now

afforded lawyers, doctors

and other profes-

sional men who are not com-

pelled to work throughout the

day. We have

seen Sunday baseball played in

many parts of the country, and

can vouch for the

fact that such exhibitions

seldom are accom-

panied by disorder. The bill

may or may not become a law,

but one thing is

certain, men would be better

off at a ball game than in a saloon,

and the Sunday closing law

is not, never has been, and

probably never will be rigidly

enforced.

If a man manager traded a ball player for a dog, would a woman manager swap one for a cat? Let's watch St. Louis and see.



The 1915 standard bearer



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He is going after him in earnest this year.



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Books Worth While

THE BOY ELECTRICIAN, by Alfred P. Morgan. (Lothrop, Lee & Shepard Co., Boston: \$2 net.) The advantage of this over some other books of a similar nature is that it is thoroughly practicable. By means of simple explanations and diagrams, any boy would be able to make all kinds of motors, telegraphs, telephones, batteries, etc.

THE PRINCE OF PEACE, THE PRICE OF A SOUL, THE VALUE OF AN IDEAL, by William Jennings Bryan. (Funk & Wagnalls Co., New York. Each 30c net.) Three of the famous lectures by Mr. Bryan on religious themes, delivered before Chautauqua assemblies in this country and at religious gatherings in all parts of the world.

THE REAL "TRUTH ABOUT GERMANY", by Douglas Sladen. This is a reply, paragraph by paragraph, to the pamphlet entitled "The Truth About Germany," prepared by a Committee of Representative Germans and widely circulated in the United States. The book contains an appendix, "Great Britain and the War," by A. Maurice Low.

THE MINIMUM WAGE, by Rome G. Brown. (Review Pub. Co., Minneapolis, Minn.: \$1 postpaid.) A comprehensive discussion of the principle of the minimum wage following the enactment of a minimum wage statute in Minnesota. The author claims that the statute was not due to any deliberate judgment on the part of the Legislature nor was it in response to any strong demand among the people. The question is considered from the viewpoint of ethics, economics, and particularly of constitutional law.

THE LIFE OF THOMAS B. REED, by Samuel W. McCall. (Houghton Mifflin Co., Boston: \$3 net.) The life record of a man who early in his public life impressed his sterling worth upon his countrymen, and who, as "Czar" Reed of the House, became one of the most famous Speakers in all its history. Whatever may be said of his rulings, they have since been accepted by all parties as the law of the House. The friends of Mr. Reed will welcome this volume, and its recital of the prominent part Mr. Reed took in settling all the political questions of his day will make it valuable to all students of American history and politics.

KEEPING UP WITH RISING COSTS, by Wheeler Sammons. (A. W. Shaw Co., Chicago.) This book by a member of the editorial staff of *System* is an entirely original contribution on a subject which has been impressing itself in recent years upon manufacturer, wholesaler and retailer. Over fifteen hundred distributive concerns, putting aside the old fetish of jealously guarded trade secrets, have furnished the data for a volume that should be in the hands of every manufacturer and merchant. The four divisions of the book—Higher Costs and How to Meet Them, What It Costs to Sell the Goods, What It Costs to Keep Store, and Making Money on Higher Costs—suggest the scope of the discussion.

FOOD QUESTION

Settled with Perfect Satisfaction

It's not an easy matter to satisfy all the members of the family at meal time, as every housewife knows.

And when the husband can't eat ordinary food without causing trouble, the food question becomes doubly annoying.

An Illinois woman writes: "My husband's health was poor, he had no appetite for anything I could get for him, it seemed."

"He suffered severely with stomach trouble, was hardly able to work, was taking medicine continually, and as soon as he would feel better would go to work again only to give up in a few weeks."

"One day, seeing an advertisement about Grape-Nuts, I got some and he tried it for breakfast the next morning."

"We all thought it was pretty good although we had no idea of using it regularly. But when my husband came home at night he asked for Grape-Nuts."

"It was the same next day and I had to get it right along, because when we would get to the table the question, 'Have you any Grape-Nuts?' was a regular thing. So I began to buy it by the dozen pkgs."

"My husband's health began to improve right along. I sometimes felt offended when I'd make something I thought he would like for a change, and still hear the same old question, 'Have you any Grape-Nuts?'"

"He got so well that for the last two years he has hardly lost a day from his work, and we are still using Grape-Nuts."

Name given by Postum Co., Battle Creek, Mich. Read, "The Road to Wellville," in pkgs. "There's a reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

An American Woman in War-Torn Poland

(Continued from page 291)

Monday afternoon just as I sank more than exhausted on a chair a policeman dashed madly up telling us to leave at once—not wait a minute. Why? Because sixty of the very worst peasants from here had escaped from the army, had returned fully armed and were planning an attack here that night. The remaining horses were harnessed—thank goodness, everything was packed, and we left at once by the back way to Wladimir's cousin's home about eight miles away. In the meantime Wladimir notified the authorities of the escaped soldiers and an officer with a squad of soldiers arrived before they did any damage.

Of the sufferings of the wounded Russian soldiers the countess writes:

Wladimir went to Kiev and brought Jeanne (his sister) home with him. The family have at last been liberated after eight weeks of detention, but their situation is not at all solved.

It is assumed that the Ledochowski family were placed under surveillance because of suspicions of their sympathy with Austrian Poles, among whom are many distinguished men now fighting against Russia.

You see, both the houses at Frydrykow are full of sick and wounded, and the place is in a dreadful state. In the new house the wounded have no beds and are placed on straw on the floor, so consequently the walls as well as floors are covered with blood.

At last our flour mill is working and all the flour is being sent to the Russian troops in Austria. This morning we got a request to give the building where our help lodge as a hospital. The house could easily hold fifty beds. We have to furnish everything; prices are high, especially for hospital appliances, the demand being enormous and the supply so limited, but we will try to take as many sick as possible.

You have no idea of the state of affairs in the Russian Red Cross. Wladimir has a cousin in the field who writes that not one-tenth of the wounded are even picked up and are just left to die for absolute lack of means of caring for them. Only the men slightly wounded are considered. Arms and legs are cut off for the simplest wounds which being neglected have become septic. There is no more chloroform or ether in the country. There are over seven thousand wounded at Woloschiska, in the barracks and peasant houses and they say not ten doctors and not one nurse.

The United States sends aid and Red Cross nurses to France and Belgium, where the system of caring for the wounded is as perfect as possible. I wish you would try to use some influence at Washington or through the press that some aid and assistance be sent to Russia. It is so needed, so many are lost through lack of care.

Immediately after receiving this letter Governor Warfield opened a Russian-Poland relief station of the Red Cross and a large amount of medical supplies was received. One thousand dollars in money was sent at once. In one of her latest letters the Countess again pleads for the men of her husband's blood:

Besides looking after the sick we are greatly occupied in providing food at the station for the wounded in the transportation to the cities. The condition of these poor men is horrible. Neglect, due to the most inadequate hospital and medical service, kills more than half.

Of a recent trip to Kiev, where she went to purchase supplies, the countess writes:

The journey from here was most disagreeable—the roads are so bad now and passenger trains are controlled by the military. We spent a day in visiting the various hospitals. Such misery you can't imagine! First, we went to the American Red Cross Hospital which is situated in a big university building. The hospital force consists of six surgeons, thirty nurses and six or eight interpreters. Everything was clean, and the 400 wounded were well cared for.

The Polish hospital, in charge of Wladimir's cousin, is also well managed, though much smaller than the American. I can't begin to tell you of the dreadful condition, especially among the prisoners. They are herded in great barnlike buildings—the buildings used for the exposition last Summer. The wind and cold pierces the walls and windows, which are badly constructed. The cold is dreadful and the prisoners have only the clothing in which they were captured. The food is poor. I met a lady who told me she had taken the day before a thousand meat cakes to the prison hospital and that she had her clothes literally torn off by the men who fought to get the food. These prisoners, after they are sufficiently recovered are sent to Siberia where they freeze to death by the hundreds, so they say. Whether this is true or not one doesn't know, but one does know that their misery is great.

The countess writes that from a village of 2000 inhabitants near her home 400 men have gone to the army. She says the Russian newspapers admit losses of 2,000,000 men since the war began.

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These 7 new features cost you nothing. For we give them to you at the prices asked for inferior tires. This in spite of all their extra savings.

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Even without these 7 new features Goodyears won all notable records for speed and endurance. Riders saw these tires were best and they bought them almost 3 to 1.

Users thought that Goodyears could not be made better.

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Mileage Increased: (1) by giving a heavier, tougher tread.

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Fabric Fortified and Shocks Absorbed: (5) by adding a breaker strip of heavy rubber-impregnated duck, between the tread and carcass, as in Goodyear automobile tires.

Chafing Prevented: (6) by perfecting a feather edge on casing flap—(7) by giving a 30 per cent heavier inner tube of supreme-quality stock.

You are entitled to these new advances. But remember, you get them in Goodyears only.

Are they not worth holding out for when you buy motorcycle tires; when you buy a motorcycle?

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A Letter From Two Jolly Pipe Smokers at the Top of the World

THE DENVER & SALT LAKE RAILWAY COMPANY.
Corona, Colo., Sept. 21, 1914.
Larus & Brother Co.,
Richmond, Va.

Gentlemen: Having just used the last of a box of Edgeworth and finding the enclosed, we write you not to report any irregularities, but to praise the regularities of Edgeworth. Being two of the five residents of Corona, the Top of the World, we beguile many hours with Edgeworth, at this, the highest standard gauge railroad point in the world, elevation 11,660 ft.

WARREN W. GLASGOW,
ROBERT M. AMES,
Air Brake Inspectors, D. & S. L. R.R.,
Corona, Colo., via Tolland.

What does the man who does not smoke know of the perfect peace that a good pipe and tobacco can bring him, even in solitude?

Why, he knows as little of the joys of smoking as the man who has never smoked Edgeworth knows of the added pleasure that Edgeworth can put into his pipe.

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But if they both own pipes and if they have a generous, comforting supply of Edgeworth they are never bored.

They can sit in silence and puff away in great contentment and be supremely happy.

Edgeworth is made by men who understand pipe smoker's nature quite as well as they understand tobacco nature. They know how to get that "peace and good will" taste into tobacco and Edgeworth has it.

You can find this out without buying a tin of Edgeworth, if you want to, and we want you to.

Send your name and address and the name of the man you buy your tobacco from, and we will send you free and postpaid a package of Edgeworth Ready-Rubbed. We want you to sample it. Fill your pipe with it and smoke it slowly and you will understand why those two chaps at Corona took it upon themselves to write and sign with both their names the letter reproduced above.

If you roll cigarettes, try Edgeworth that way. It makes a tight, round cigarette with a refreshingly different flavor. In a cigarette the flavor of Edgeworth is slightly milder than in a pipe.

Send your request for the free package to Larus & Brother Co., 29 South 21st Street, Richmond, Virginia.

The original Edgeworth is a Plug Slice, wrapped in gold foil and sold in a blue tin. Edgeworth Ready-Rubbed may be bought in 10c and 50c tins everywhere, and in the handsome \$1.00 humidor package. Edgeworth Plug Slice, 15c, 25c, 50c and \$1.00. Sold by practically all dealers or mailed prepaid if yours has none.

To the Retail Tobacco Merchant:—If your jobber cannot supply Edgeworth, Larus & Brother Co. will gladly send you a one or two dozen 10c size carton by prepaid parcel post at the same price you would pay the jobber.



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Socialists and the War

By EDWARD T. HEYN

NEWSPAPERS in different parts of the world are trying to make it appear that the Socialists of Germany are no longer in accord with their government in carrying on the war. This impression they seem to have gained from the utterances of a few Socialists in the Prussian Landtag.



DR. LUDWIG FRANK

the state legislature, and especially from the views of the Socialist Radical Dr. Liebknecht, who, it will be remembered, in December was the only member of the Reichstag, the imperial parliament, to oppose the war credits. That the leading Socialists of Germany are however, not in sympathy with the views of Dr. Liebknecht is shown in numerous speeches and articles delivered and written by the most prominent members of the Socialist Party in all parts of Germany. Only recently Dr. Anton Fendrich, at one time deputy in the lower house of the Baden parliament, declared: "The first six months of strife have proved the truth that all Germans, irrespective of party affiliations, are a unit in the defense of the nation. The German army has shown itself to be a brilliant military organization, and Socialists have seen that the spirit of the army is not servile and despotic, a mere machine drill, but that the relationship between officers and men is sympathetic."

These views are similar to those expressed by Dr. Ludwig Frank, Socialist deputy for Mannheim in the Reichstag, who at the beginning of the war enlisted and was killed at Luneville. The death of Dr. Frank was a great loss to the German Social-Democratic Party, for he was one of its capable and most promising men. Frank was not a workman but a lawyer. He lived in Mannheim, Baden, and since 1907 had represented that city in the German parliament. He belonged to the moderate wing of the German Socialists, the so-called Revisionists, who aim to conduct the affairs of the party on practical lines.

Life Insurance Suggestions

IT is a notable fact that, though the cost of living has increased in about every line, the price of life insurance has not been advanced by any company, while several of the more prominent organizations have actually reduced premium rates. The cost of life insurance is at no time excessive for the service rendered. But the rates are higher for one who insures at 50 than for one who insures at 30. With each additional year it will cost one more to obtain a policy. It is prudent for the uninsured to take this into consideration.

Veteran, Brooklyn: The annual statement of the Manhattan Life shows that this old company, now entering upon its 64th year, is enjoying under President Thomas E. Lovejoy, a continuance of its prosperity. It shows a surplus of nearly \$1,500,000 and assets of almost \$22,000,000. This is one of the best of the old companies.

A., Nashville: The Metropolitan Life's 1% dividend are not lessened by the change in the company. It is impossible to forecast a dividend.

R., Seneca Falls, N. Y.: For a boy of fourteen years of age, the most available policy would be one in an industrial company. It might be merged, later on into an endowment policy.

W. P., Toledo: 1. At your age it would cost you about 50c a week for a \$1000 policy. 2. The policy recites the terms of your contract and payments are made promptly. 3. I know of no better way to provide in the emergency of your death for your family. 4. Write to the Postal Life Insurance Co., Nassau Street, New York, stating your last birthday and ask for the rate per thousand of its low-cost policy.

Worker, Camden, N. J.: It is true that for 3 cents a day you can get an accident policy in a first-class company if you are under 54 years of age and in good health. Give your name, occupation and business address and write to the Aetna Life Insurance Company, Drawer 1341, Hartford, Conn., for facts regarding its \$10-a-year combination policy. It gives you a life insurance also.

Anxious, Brooklyn, N. Y.: Insurance to provide against sickness as well as accident is not nearly as expensive as life insurance. A very excellent policy is issued by the Maryland Casualty Company, 16 North Street, Baltimore, Md. It is known as the "Equity Value Disability Policy." Write to the above company, giving your address, age and occupation and a sample policy will be sent to you. The company promptly settles losses.

Hermit

GREAT BEAR SPRING WATER
50c the case of 6 glass stoppered bottles.—(Advt.)

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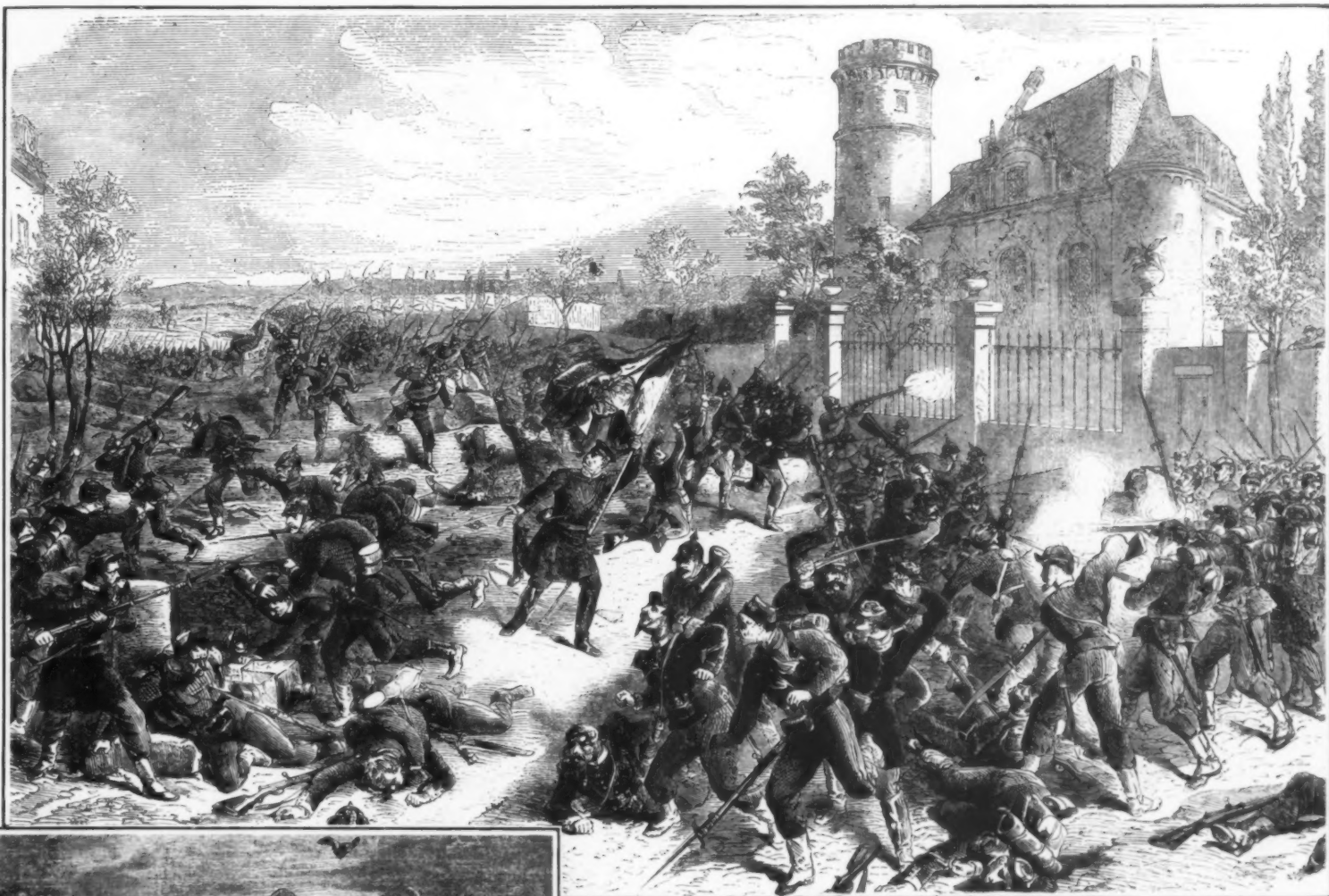
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Reproduced from the 1871 Files of Leslie's Weekly



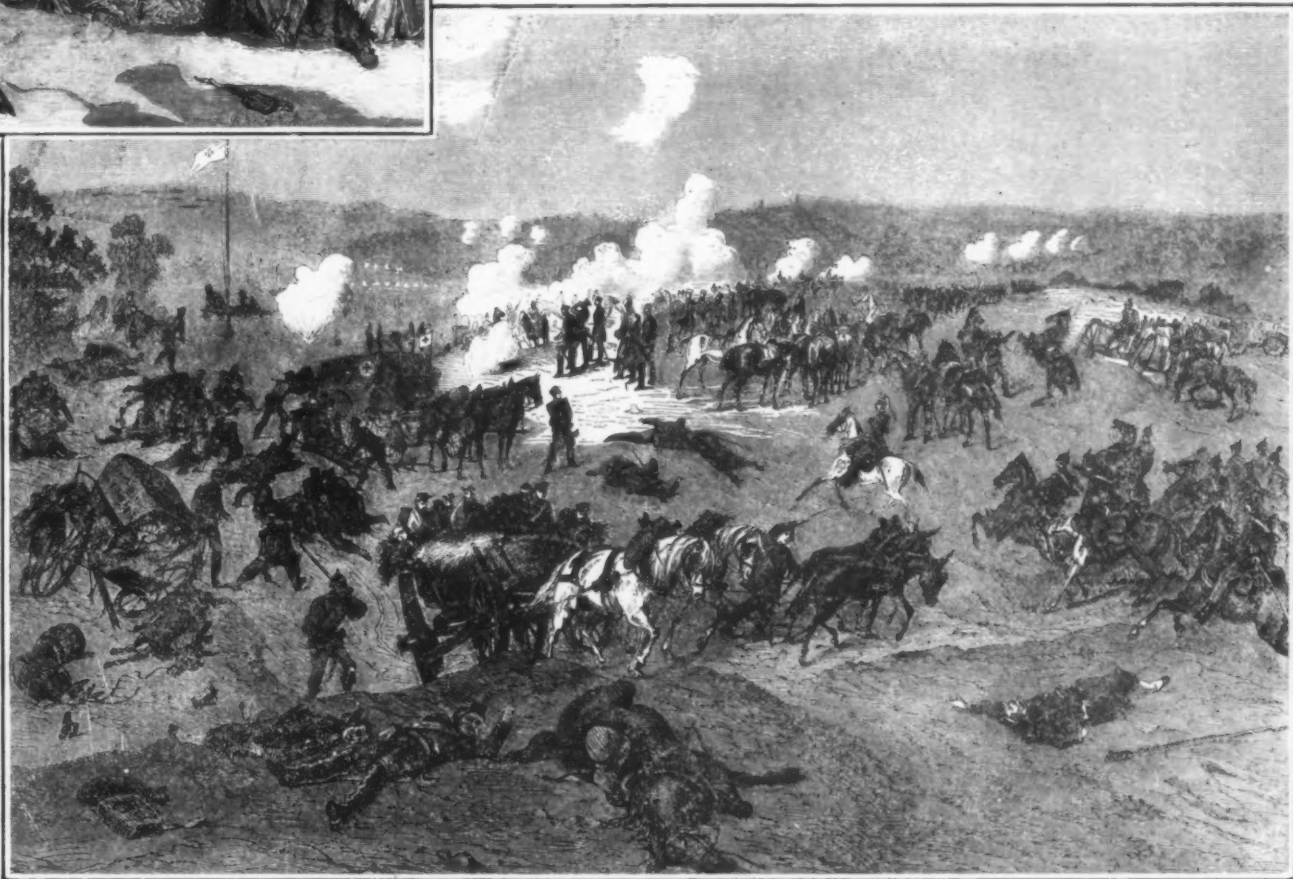
A HOT ENGAGEMENT NEAR THE CAPITAL

While the German forces were investing Paris, their outposts closely approached Le Bourget, near Fort St. Denis on the northern boundary of the city. They were driven back by French troops, who occupied the position in force and threw up earthworks. The second division of the Prussian Guard attacked the place and, after a determined struggle in the open, compelled the French to retire behind their earthworks, where for the time they were secure. Both sides lost heavily. The French loss included 30 officers and 1200 men taken prisoners. After a number of lesser struggles, similar to this, Paris was at length completely surrounded by the German forces. A siege of about four months followed, during the last fifteen days of which the city was bombarded. At the end of that time, the besieged garrison and the citizens were in dire straits and were ready to capitulate.



WINTER, TOO, HAD TO BE FOUGHT

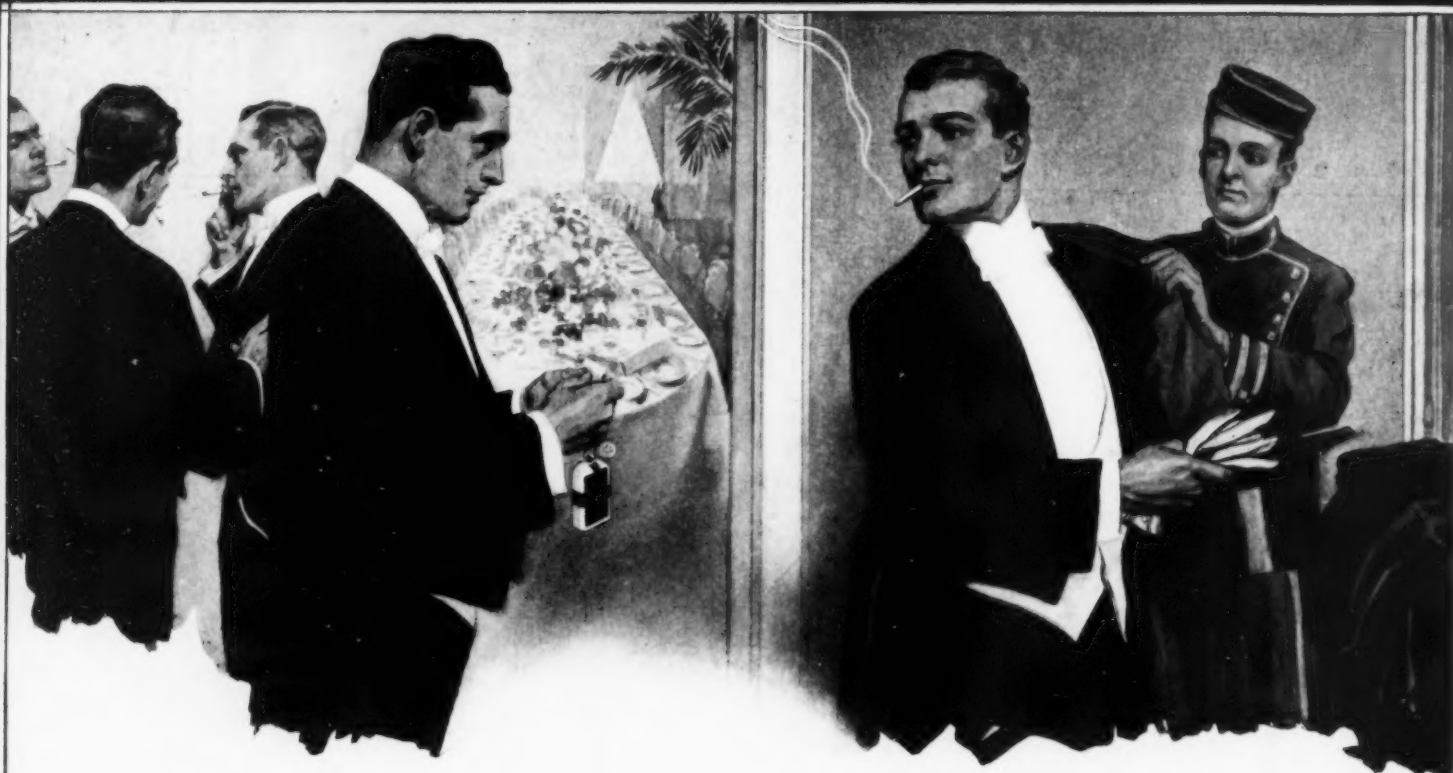
After the battle of Chantilly, some soldiers were stationed on a hill overlooking Villiers. The crest of the height was covered with straw, which the soldiers gathered to line round rifle pits, dug at short distances from one another. Six or eight men nestled into each "shooting grave" for warmth. Many unburied dead still lay on the field. In the present great war also soldiers of both sides have suffered terribly from exposure to wintry weather. They have been marching and fighting amid the snow and their trenches have been partially filled with water, snow and ice. Many men have had their hands and feet frozen and some have been frozen to death. Large numbers contract rheumatism, pneumonia, etc., in these chilly surroundings. After a fight, wounded men sometimes had to lie for hours and even days unattended in the bitter cold.



AIDING FRIEND AND FOE ALIKE

Prussian ambulances conveying French and German wounded to a station (shown by white flag on mast) for first treatment. These men were disabled during the French General Chanzy's retreat with the Army of the Loire, which

fought stubbornly at every step. The stricken men were given impartial attention by the ambulance corps. They were later taken in wagons lined with straw to the rear for more careful treatment.



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